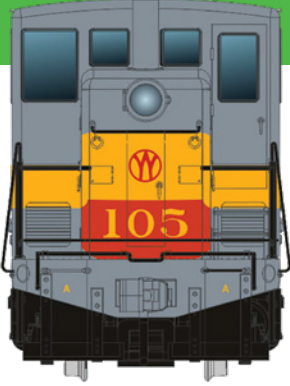
Rapido Trains announces 44-tonner for HO



Model Railroad News

The All-Scale News Monthly

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Roka Prototype Models Debuts with Safe-Pak in HO

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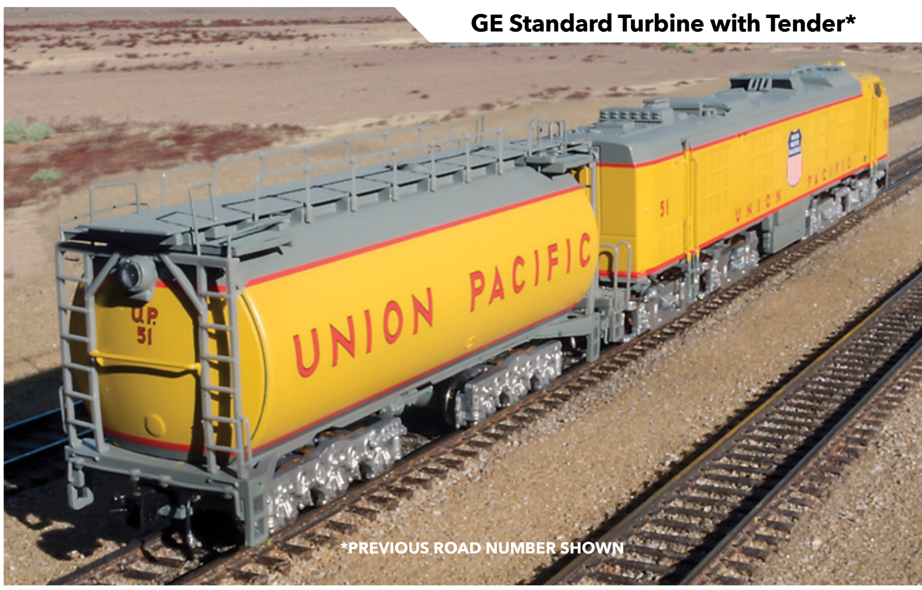
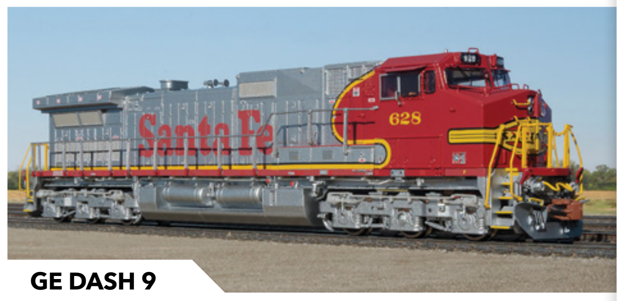
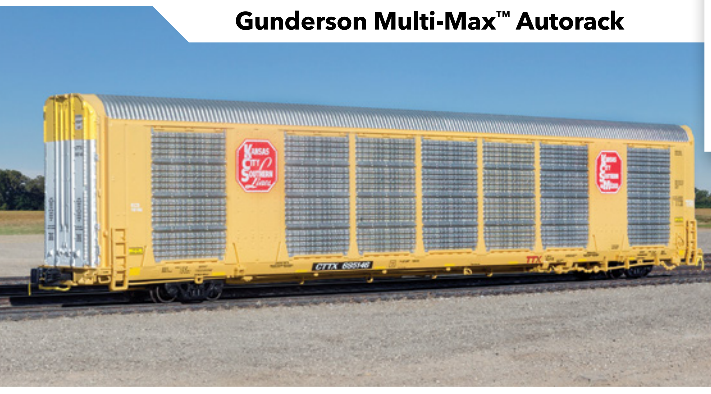


GE Standard Turbine with Tender*

*PREVIOUS ROAD NUMBER SHOWN



GE DASH 9



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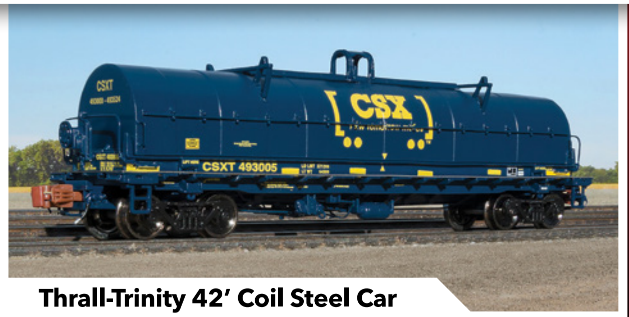

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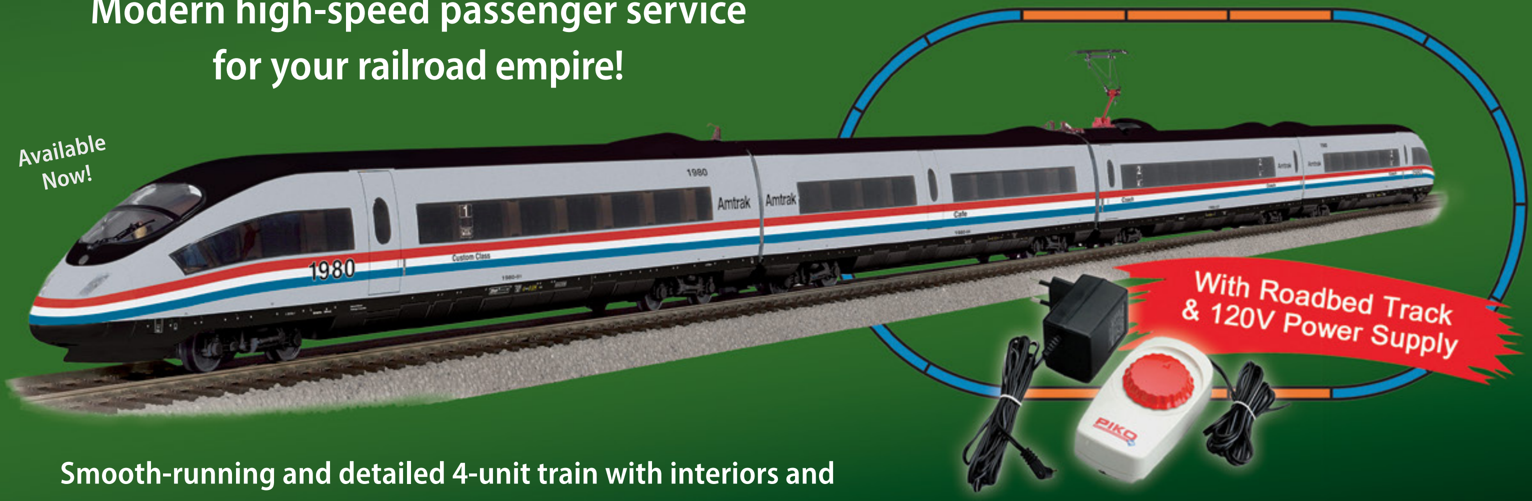
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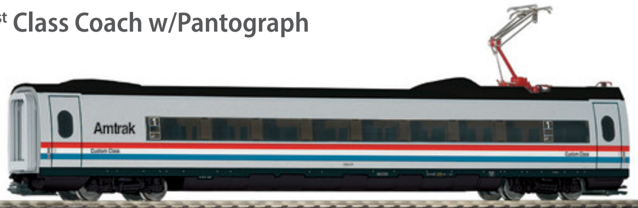

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On The Cover

Spring brings new models popping up everywhere, including Aurora Miniatures' SD60F and Roka's Safe-Pak.

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The All-Scale News Monthly

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2021 Marked the 50th Anniversary of the founding of Amtrak®, and they celebrated with the production of a number of special anniversary paint schemes that celebrated both Amtrak's past and its future. Now, in 2022, Kato USA has produced HO scale models of all five of Amtrak's P42 special paint engines: The modern **"Phase V"**, sleek **"Midnight Blue"**, retro styled **Phase I** and **"Dash-8 Phase III"**, and the brand new **"Phase VI"**, a new paint scheme that will adorn Amtrak's newest engines!

Rounding out the production of anniversary units will be **Operation Lifesaver®** unit #203, coming later this year along with standard Phase V paint P42 releases!

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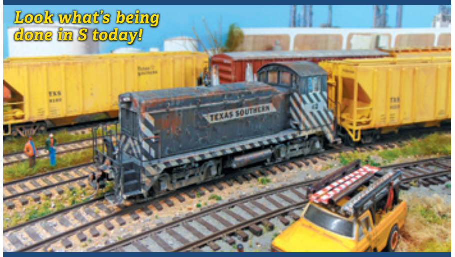
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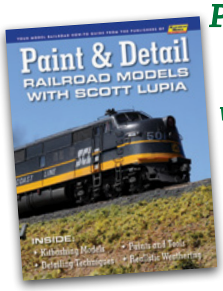
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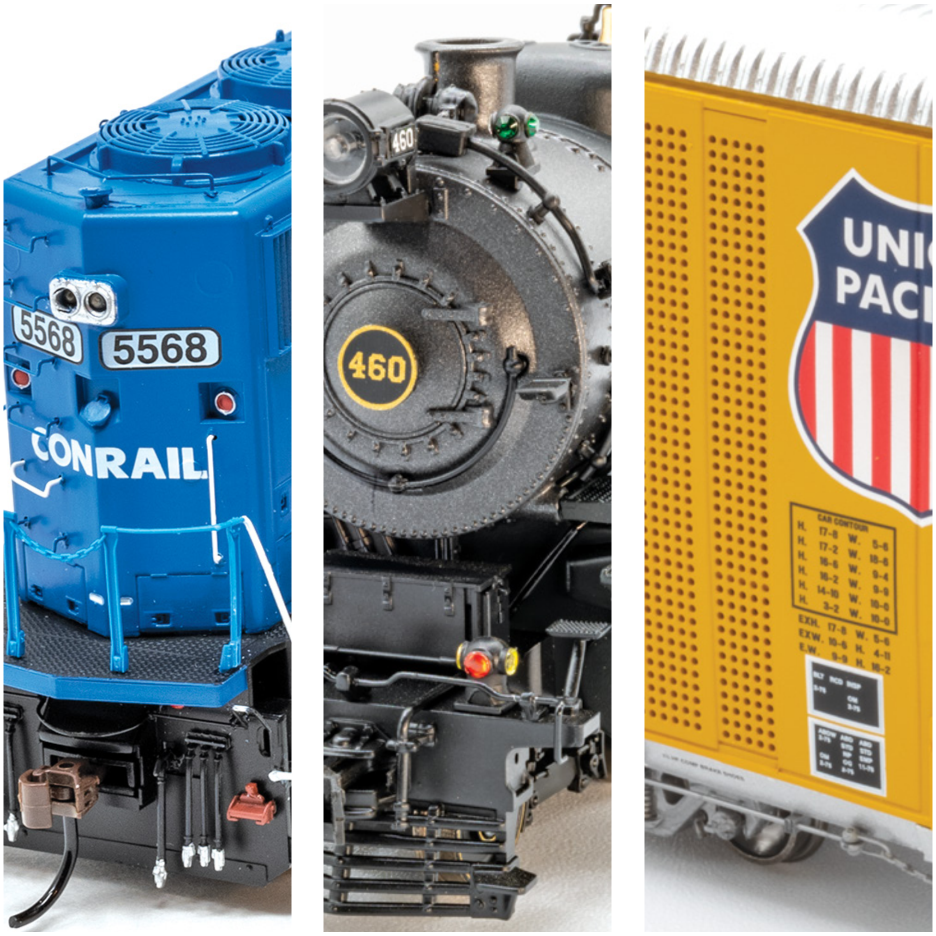
EDITORIAL

Has the hobby gotten too good? I'm being slightly sarcastic with my inquiry, but think about it before you laugh or dismiss this train of thought. My dad and I discussed this topic recently and I can find merit in the side of this argument that today's models are too detailed and too well executed. This adds to pricing that continues to climb, provides more disappointment when opening an expensive new release and discovering a missing piece or broken part, etc. Most importantly for me... it makes my collecting much more challenging. Ahhhh, those good old days when you'd have a release like the mid-1970s Lionel HO U18B with CP Rail, Rio Grande, and Soo Line (all offered only in a single road number) making up the one and only production run. The challenge there is locating the uncommon undecorated U18B, but still, four models and you're set. Now, there are so many variations in details and liveries, I may have to consider a storage shed in the backyard. Yes, as this edition of *Model Railroad News* easily confirms... the hobby most definitely is too good!

Tony Cook
– editor



Above: Examples of today's releases that may be too good (left to right): Athearn's Genesis SD60M diesel locomotive, Broadway Limited Imports' Pennsylvania 4-4-2 Atlantic steam locomotive, and Roka Models' Safe-Pak auto carrier.

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Contributor Justin Sobeck and his family (son Jax is pictured) saw a big-sceen movie at Union Station Kansas City (unionstation.org) over the holidays. The large-format Extreme Screen Theatre boasts Kansas City's largest movie screen and "Train Time" was a must-see event. This Stephen Low Company documentary is playing at museum and science center venues in the U.S. and Canada. The film's official website (traintimefilm.com) has links to theaters, information and images from the film, and you can watch the movie's trailer.
— *Justin Sobeck photo*

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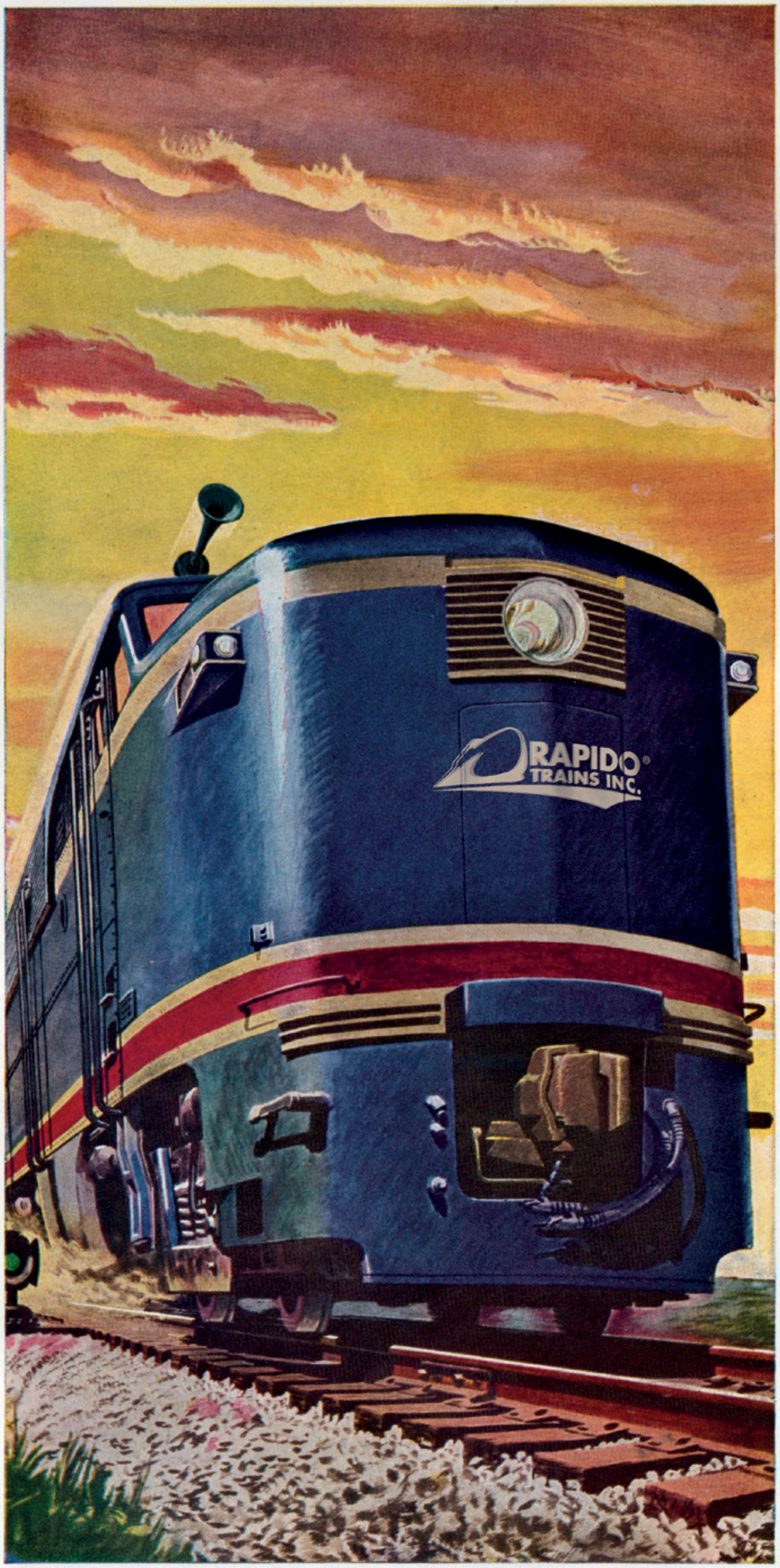

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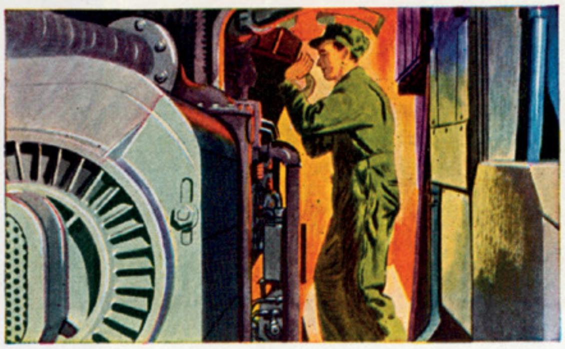

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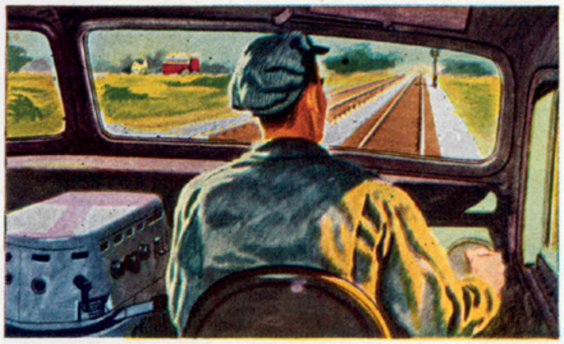

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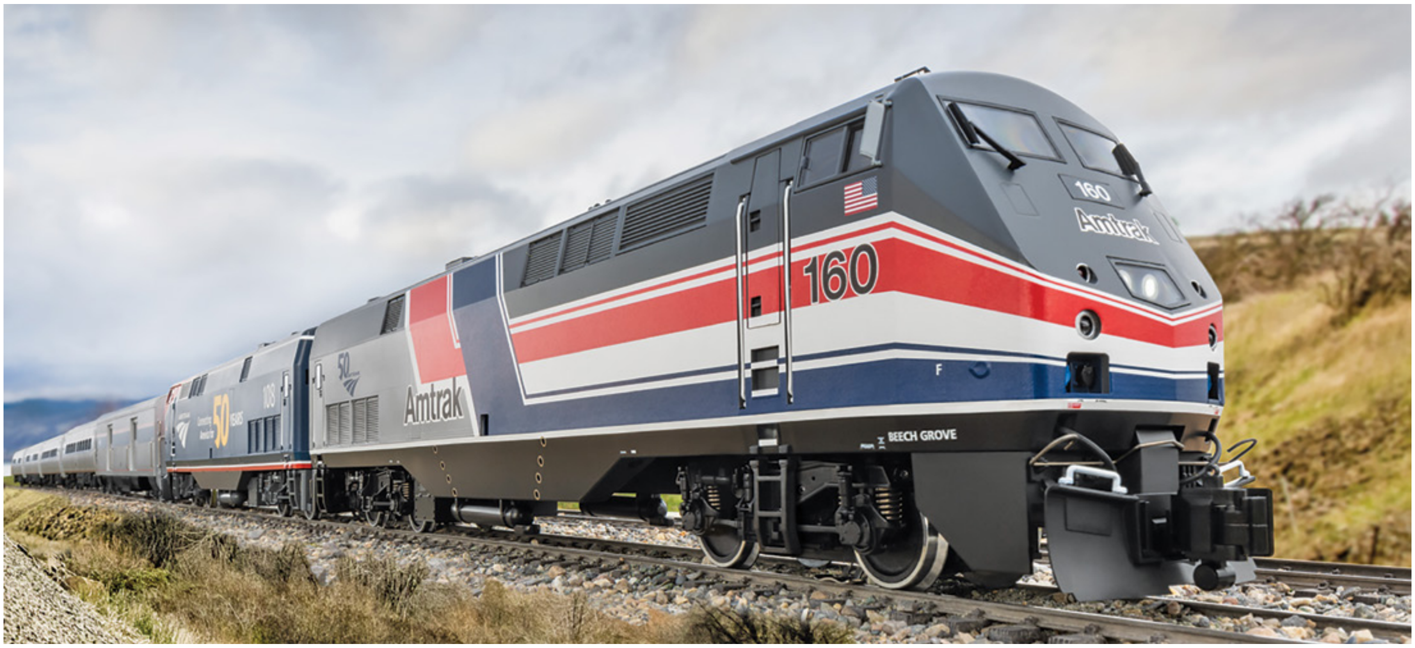
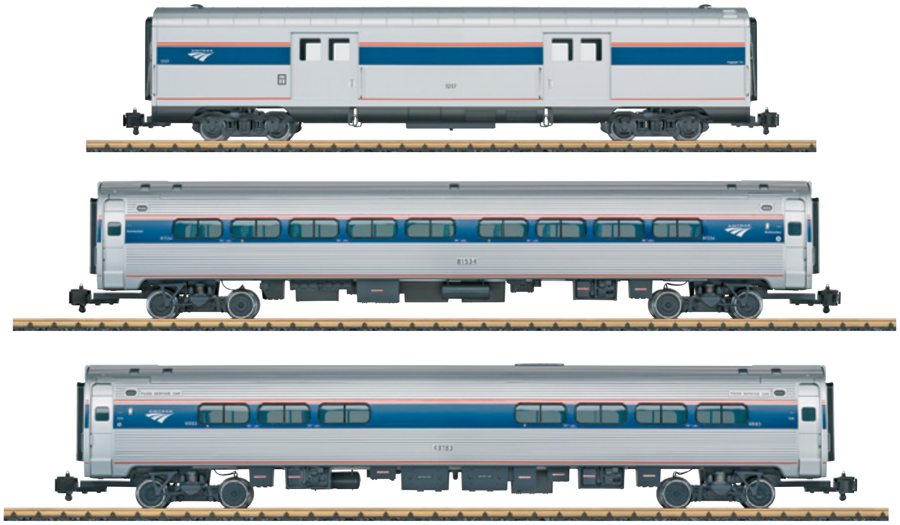
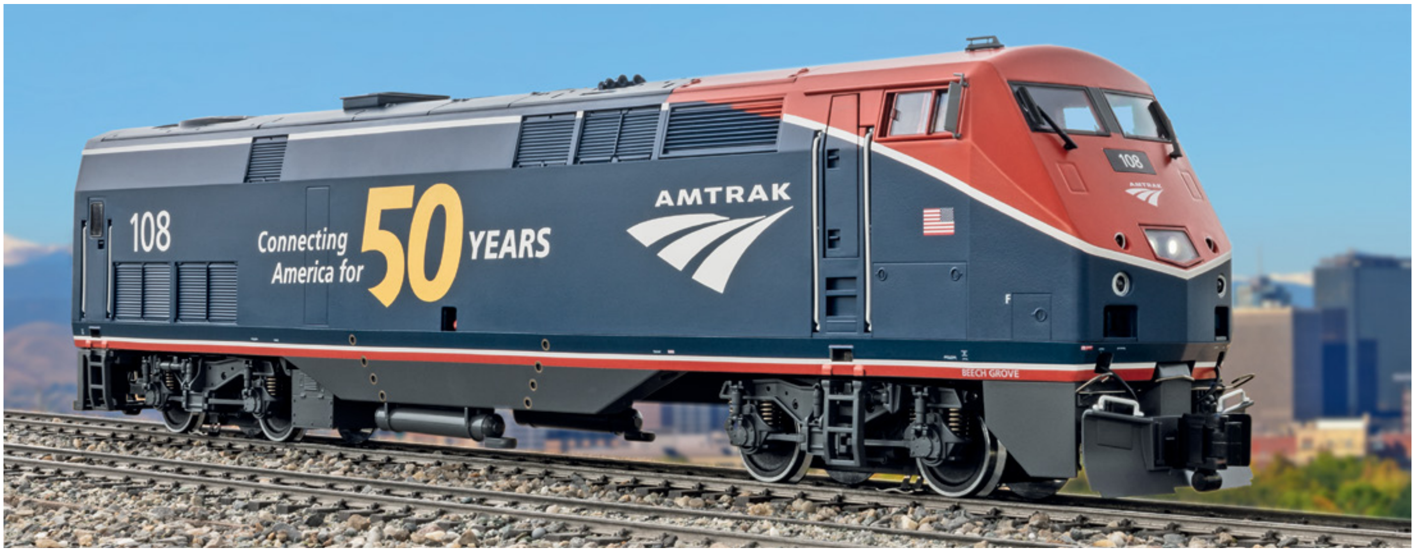
New Amtrak releases coming for G scale from LGB



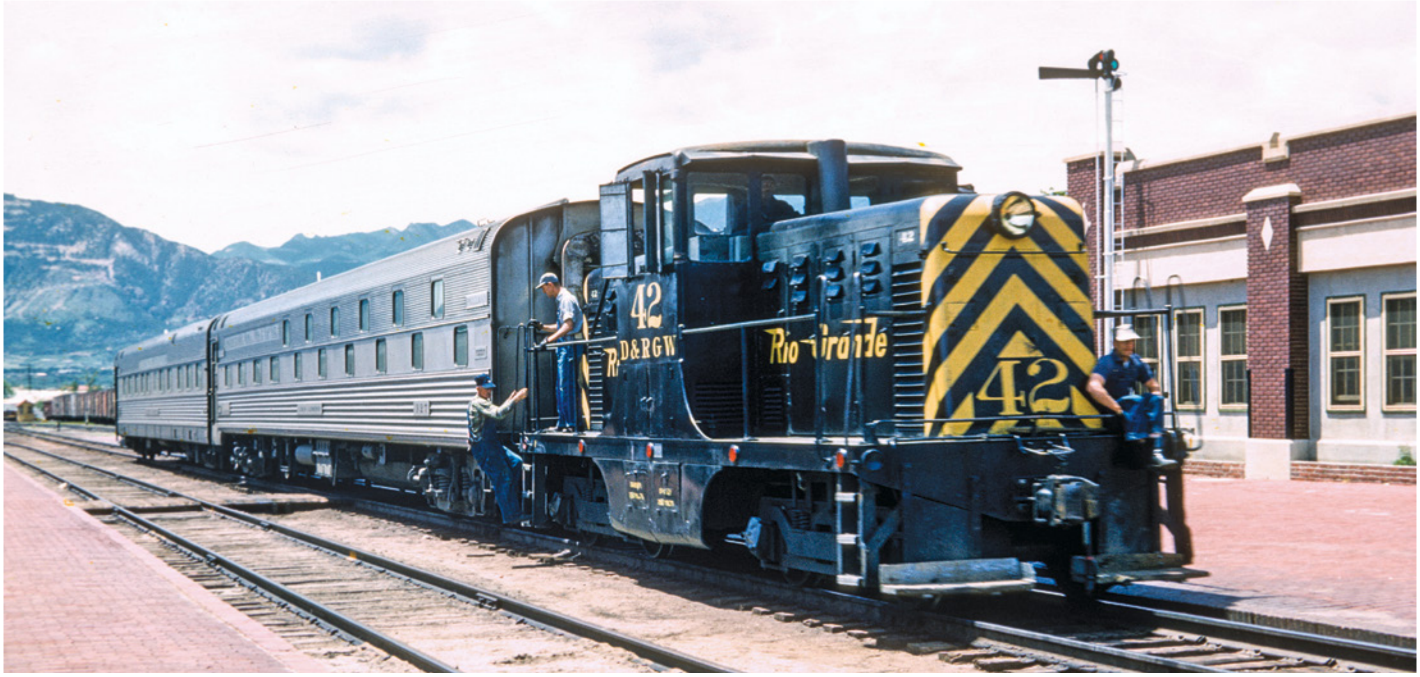


G — Produced by LGB/Märklin for the first time, Amtrak P42 diesel locomotive models are coming to G scale. The announcement (included in LGB's new 2023 catalog) shows two looks: Amtrak's latest Phase VI scheme (shown below) and Amtrak 160 decorated in a 50th Anniversary scheme (shown above). LGB will also offer Amtrak equipment to go with these P42s; a baggage car and several Budd-type Amfleet passenger car models are coming to G scale. Check with your dealer for more information.

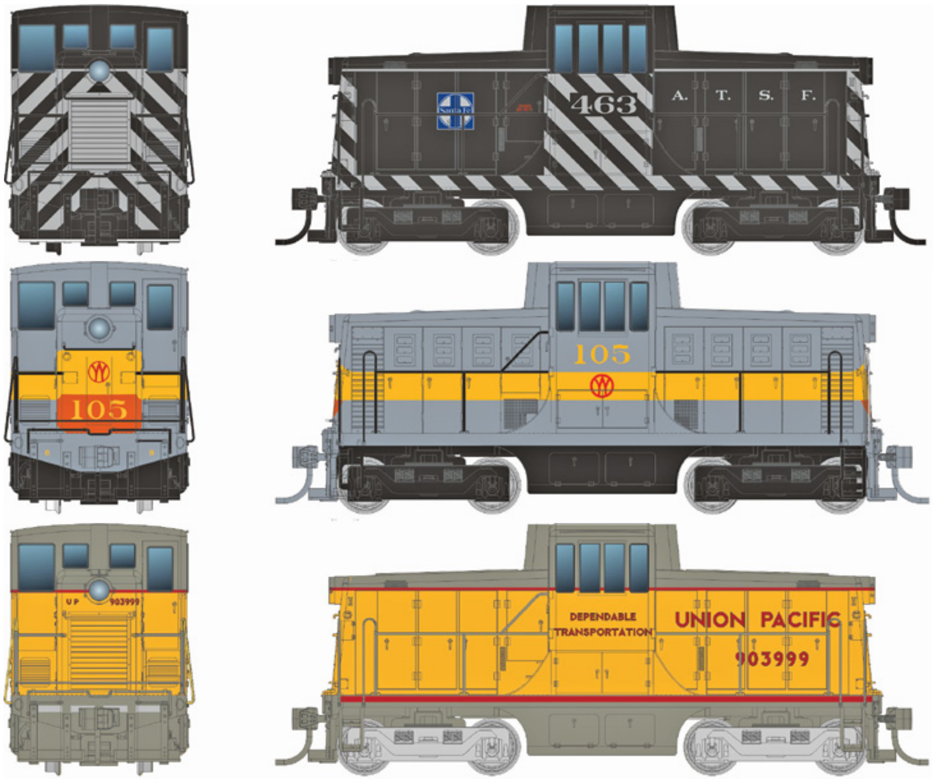
LGB, distributed by Märklin, lgb.com



Rapido Trains announces all-new HO-scale General Electric 44-ton switcher



Above: Rio Grande 42 switches sleepers from Burlington in August 1960; the railroad provided connection service south of Denver. In addition to this 44-ton switcher, Rapido Trains is also adding a Slumbercoach (the first passenger car behind the locomotive in this view) model to the company's ever-expanding catalog of HO releases. — *Don Swanson photo, Kevin EuDaly collection*

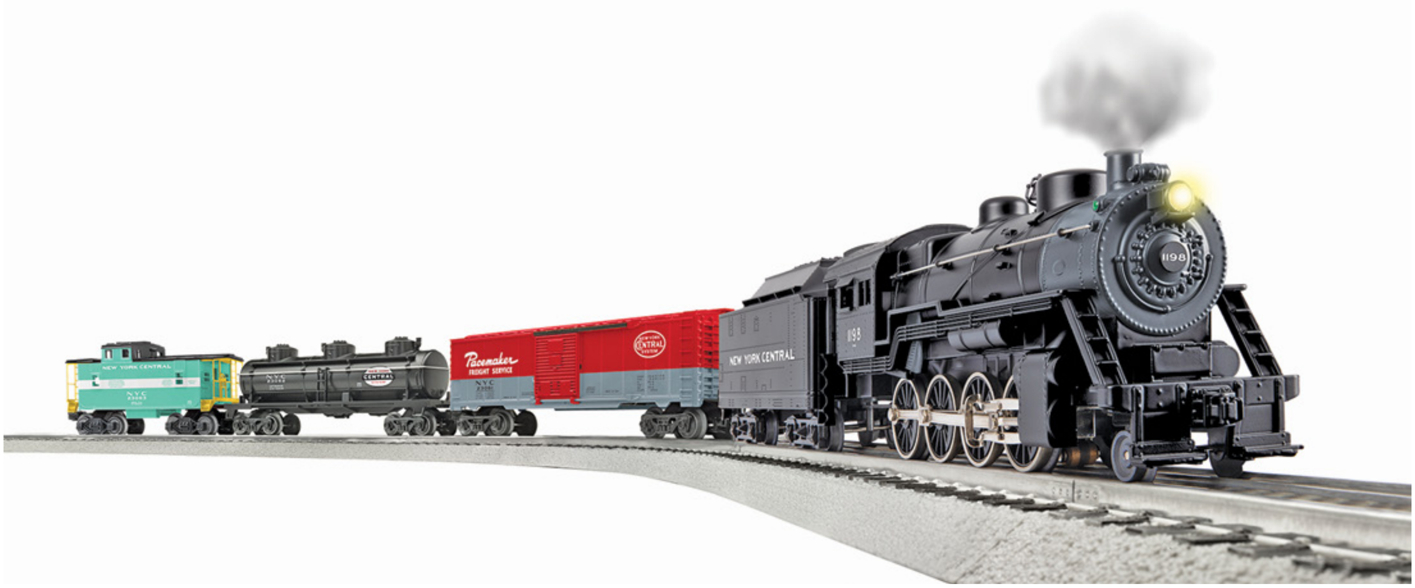


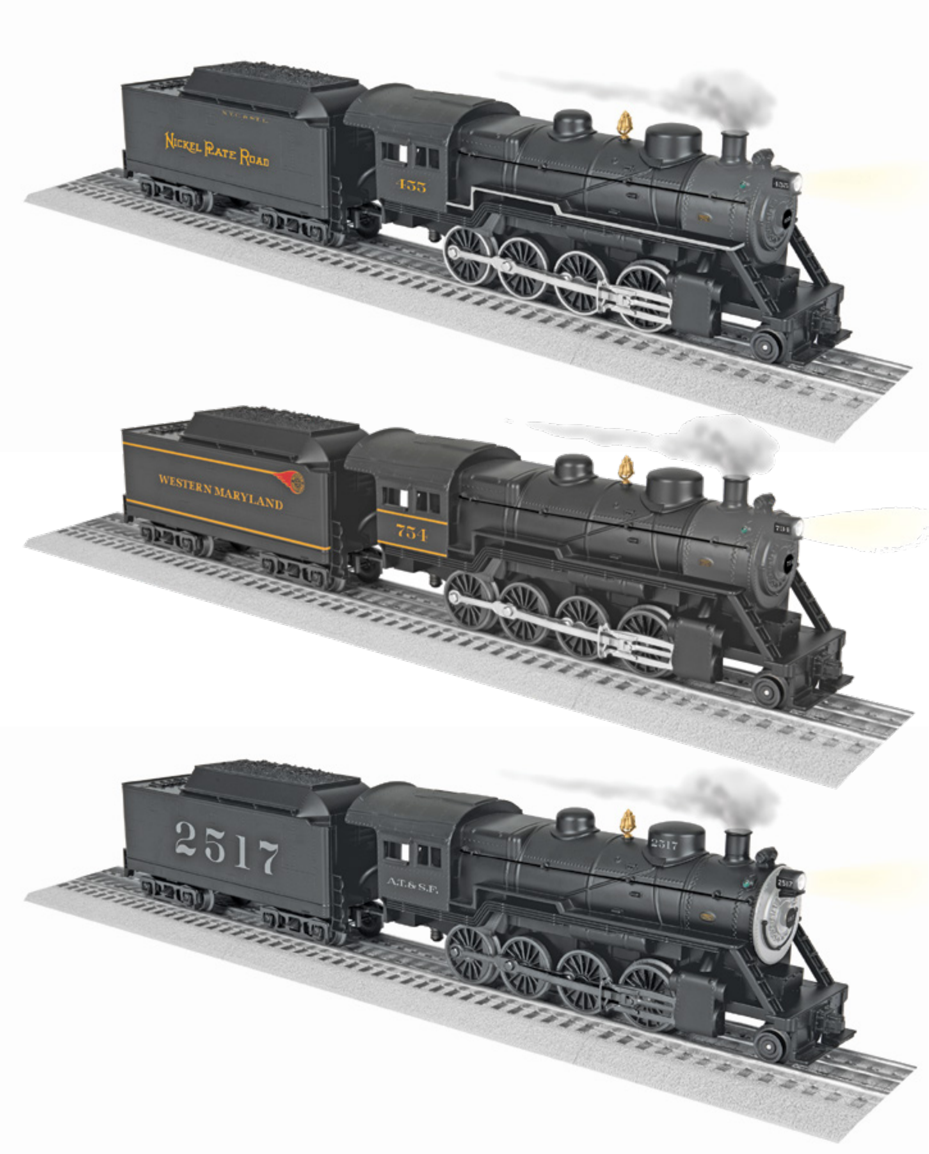
Above: These illustrations include production phase variations, a first-time option for a ready-to-run HO plastic model of this classic centercab diesel switcher prototype. The replicas will also include road-specific attributes.

HO — Rapido Trains will reproduce General Electric's (GE) 44-ton diesel locomotive with an all-new series of HO-scale offerings. GE's prototype was constructed between 1940 and 1955, with more than 300 examples built that served in North America and beyond. Rapido plans to release its all-new tooling plastic release with never-before-offered representation of production phases. The company's announcement notes Phases Ic, III, IVa, and IVb. Features will include positionable roof hatch, accurate fuel tank skirting (in two styles), separately applied door latches, full cab interior, photo-etched cab steps, and illuminated hood side number boards on appropriate road names and phases. The drive mechanism will include dual flywheels and "Mo-Power" stay-alive circuitry with ESU-made Digital Command Control and audio as an optional setup (with standard DC switchers coming with decoder socket for conversion to digital operation). Watch for more details (including a complete list of road names and production phases, as well as pricing) to be included in a future edition of *Model Railroad News*. Check Rapido Trains online or ask your dealer about reserving your HO 44-tonner today.

Rapido Trains, rapidotrains.com

Consolidation is new-tooling release coming for O gauge from Lionel





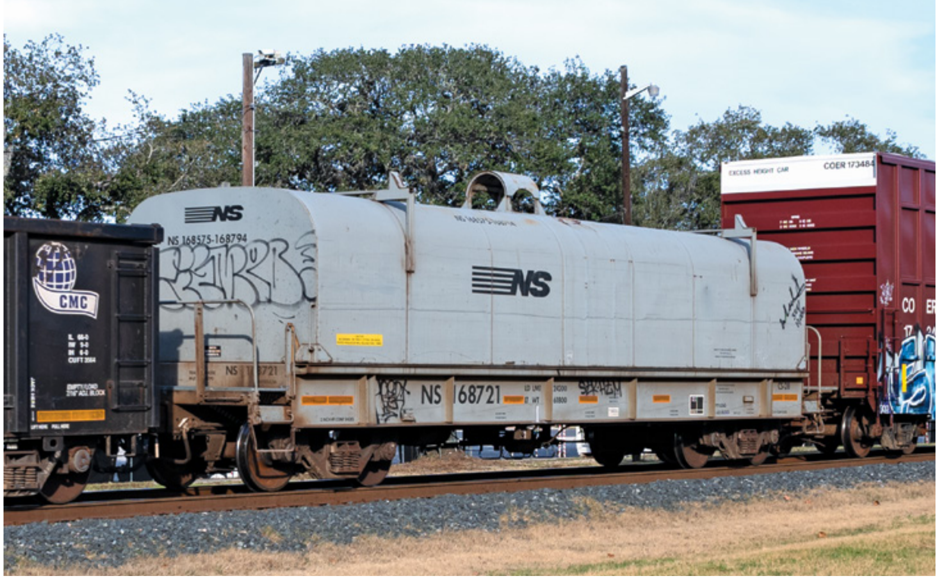
O — Lionel expands its traditional O-gauge series with a new-tooling 2-8-0 Consolidation-type steam locomotive model. Planned for release in the near future, this ready-to-run steam locomotive will feature operating headlight, puffing smoke (with on/off switch for smoke output and chuff sound effect), operating coupler, and ability to operate with Bluetooth, RailSounds RC, Lionel Voice Control, or traditional power. The 2-8-0 locomotive and tender will measure 19 1/4 inches and will navigate O-31 and wider curves. The road names coming for the initial production include Chesapeake & Ohio, Nickel Plate Road, Santa Fe, and Western Maryland. Lionel's "New York Central 2-8-0 Consolidation LionChief Bluetooth 5.0 Set" (2323060, $449.99) will come with this new steam locomotive, boxcar, triple-dome tank car, and caboose (all decorated New York Central) along with Lionel's FasTrack and LionChief remote. You'll find this steam locomotive and the train set included in the company's *2023 Big Book Volume 1* catalog, available now.

Lionel, lionel.com

FreightCar America's VersaCoil car coming to HO and N from Athearn Genesis

HO & N — Athearn will offer FreightCar America's VersaCoil car in HO and N as a brand-new model release due in spring 2024. These modern steel haulers have the ability to handle multiple coil loads from 30- to 72-foot diameter. The prototype was introduced by Johnstown America Corporation (now rebranded as FreightCar America). Athearn states it will offer a Genesis-level release reproducing four phases of this transverse-trough VersaCoil gondola car. Depending on the phase, a lid or hood will be included. All models will come with removable coil loads. The first release will offer Canadian Pacific (Phase I body with no hood), and the following road names with a hood and Phase II body: Norfolk Southern, Northwestern Oklahoma Railroad, and Mitsui Rail. The HO model retails for $64.99 and the N release lists for $44.99.

Athearn Trains, athearn.com



Above: Norfolk Southern 168721 is similar to the style of modern steel hauler announced by Athearn for release in the company's Genesis series for both HO and N scales. This example's gray NS decoration is one of four road names in the initial production for this all-new freight car model. This example was westbound on a Union Pacific train at Flatonia, Texas, in January 2023. — *Tony Cook photo*

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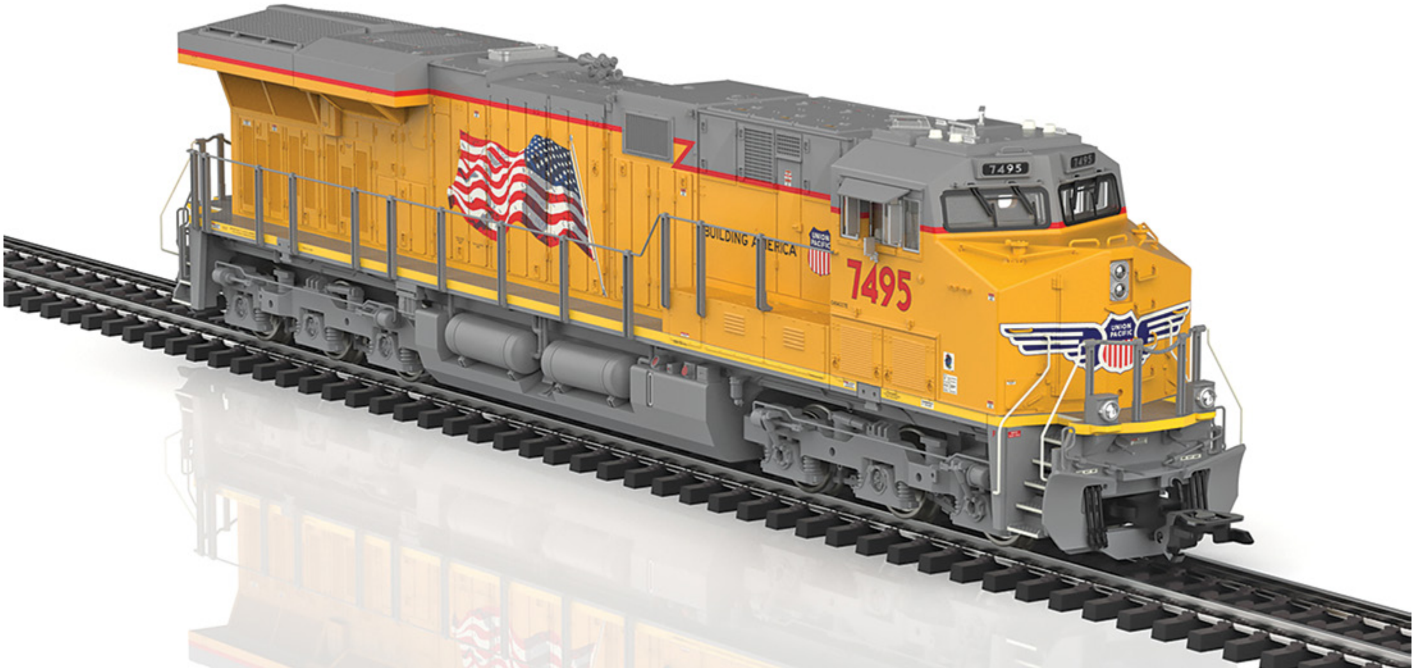
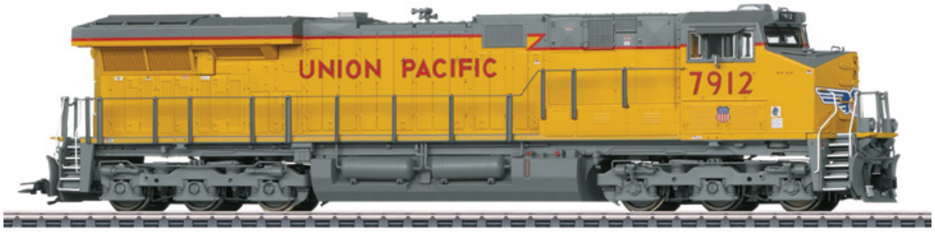
New North American HO items announced by Märklin/TRIX



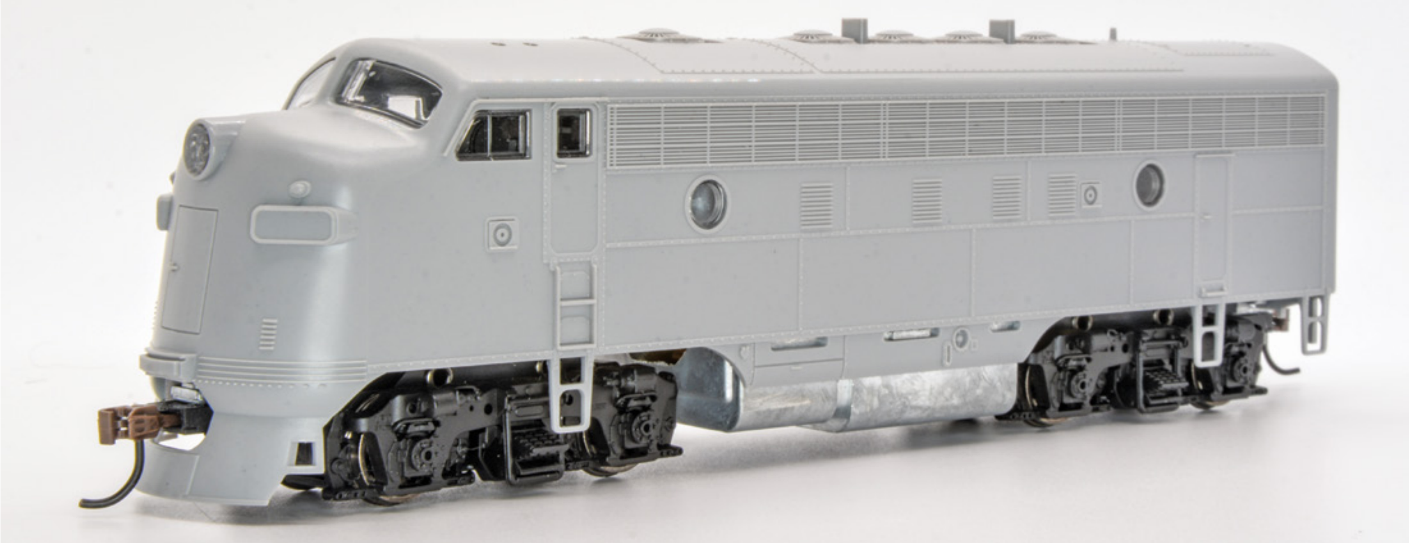
HO — Märklin/TRIX announces an all-new North American diesel locomotive for its HO line (General Electric's ES44AC) with two Union Pacific liveries in the initial production. Also new is an HO contemporary coal hopper for the series. Watch for more details.

Märklin, marklin.com



Above: Union Pacific 7489 is a prototype example of what is coming to this German manufacturer's line. An all-new hopper car (similar to what is in the consist of this eastbound passing through Rochelle, Ill., in 2019) is also a future release for HO from Märklin/TRIX. — *Tony Cook photo*

New Athearn Roundhouse F7 diesel locomotive based on landmark Globe tooling



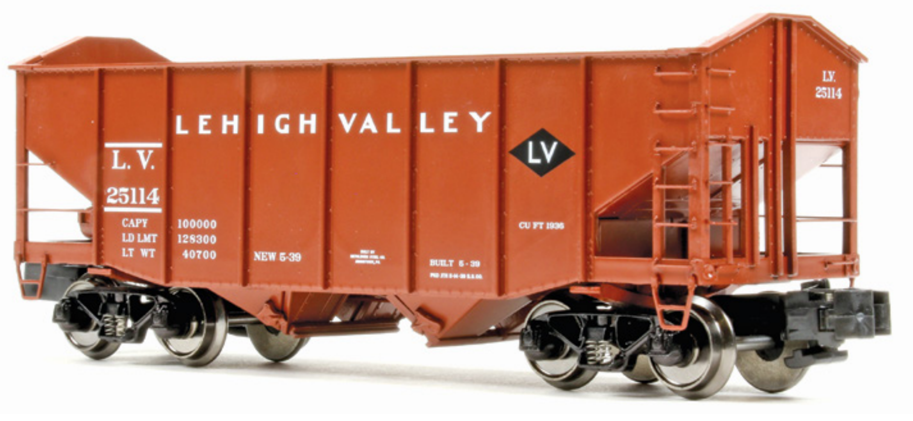
HO — Athearn's team surprised visitors to Amherst Railroad Society's 2023 Railroad Hobby Show with a sample of a new F7A diesel locomotive bound for the company's Athearn Roundhouse brand. Product Developer Jon Stackpole provided the photo of the early example shown above. The model is based on the hobby's landmark and iconic mid-1950s Globe Models tooling that helped launch Athearn's long-running "blue box" series and remains a staple in the line as an assembled release. The goal for this Athearn Roundhouse F7 is to provide an enhanced version of this popular locomotive for this hobby segment.

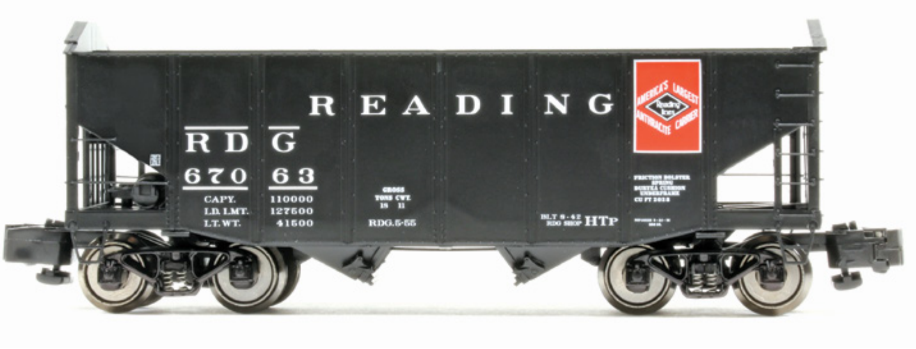
Athearn Trains, athearn.com

S-Helper Service two-bay hopper will be first S-scale release from ScaleTrains

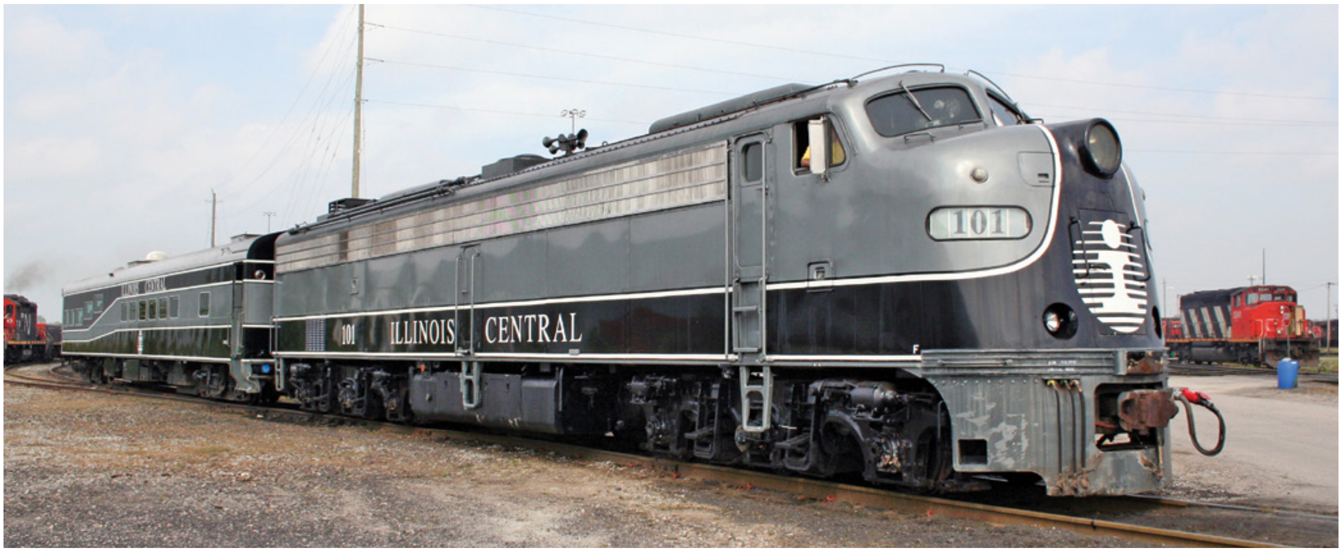
S —ScaleTrains will have a two-bay hopper car model as the first S-scale (1:64) effort under its S-Helper Service banner, available late this summer. The freight car reproduces a 55-ton outside-braced open hopper popular on North American railroads from the mid-1930s into the diesel era. The road names in the debut release are Atlantic Coast Line, Chesapeake & Ohio, Lehigh Valley, Norfolk & Western, Reading, and Western Maryland. The assembled hopper (featuring peaked-end design) will include a detailed plastic body shell with added metal handrails and grab irons. The models will include die-cast metal sprung truck sideframes with metal wheels and working knuckle couplers. The hopper cars sell for $54.99 and are available direct from ScaleTrains.

ScaleTrains, scaletrains.com



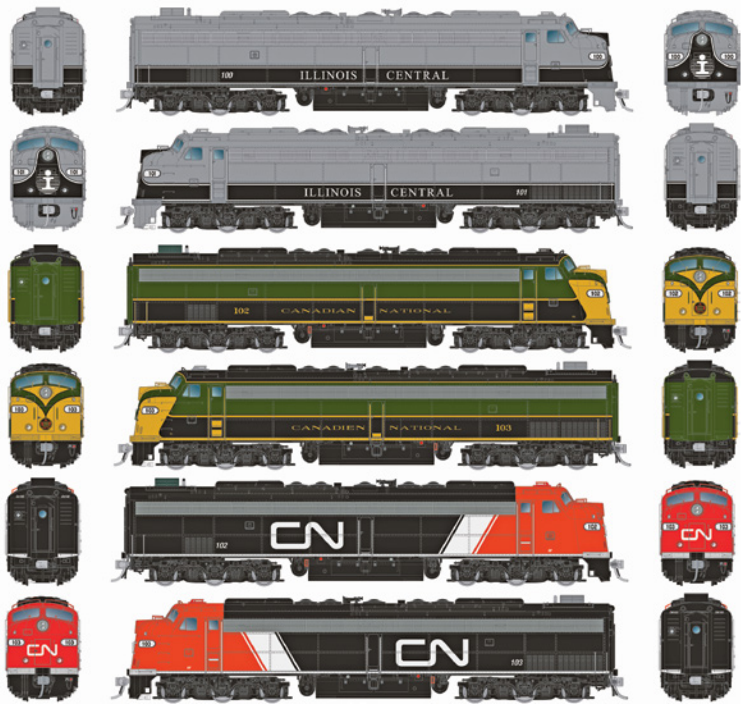


Executive E-units coming in HO from Rapido Trains



HO — Rapido Trains announces a series of Executive E-unit models for HO, which will reproduce four ex-Metra E9As that Illinois Central (IC) bought. Taking the road's heritage passenger design, IC 100 and 101 replaced the original brown with orange colors for gray with black and adopted the new-era IC herald on the nose (see Dan Darnell photo above supplied by Rapido Trains again). When Canadian National (CN) took over IC, the other two E-units transferred to CN as 102 and 103 and initially wore an early diesel era green and black with yellow scheme. Later, CN 102 and 103 received the road's contemporary colors of red and black with white. Rapido Trains plans double-A sets for the three looks listed and illustrated on the right. Check with your dealer for pricing and availability.

Rapido Trains, rapidotrains.com



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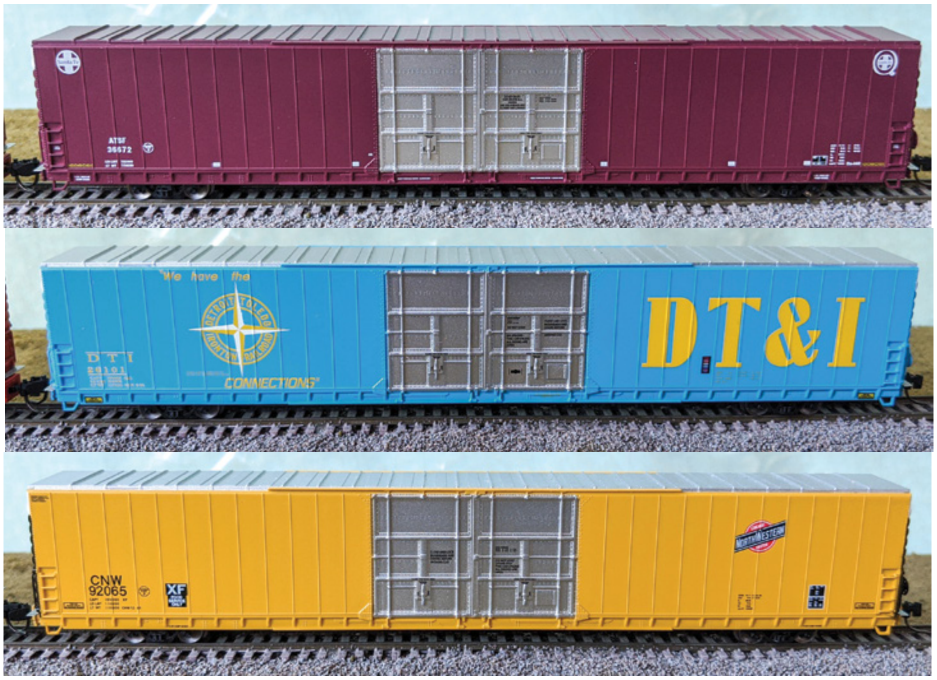
Bluford Shops delivers new group of N-scale high-cube boxcars



N — Bluford Shops recently shipped a new production of its Pullman-Standard prototype high-cube boxcar models. These long (86 feet) freight cars were introduced in the 1960s and examples survive into contemporary North American railroading. This latest release comes with a new draft gear design that Bluford Shops states accommodates Micro-Train's 1015 couplers (the model comes with Bluford's compatible knuckle couplers). The $36.95 release rides on metal wheels mounted in 70-ton roller bearing truck sideframes. The run, which features nearly a dozen road names, covers prototypes from the 1960s through newer looks. Check with your hobby dealer for stock on these popular, big N-scale boxcar models.

Bluford Shops, bluford-shops.com

Above: These Bluford Shops N-scale high-cube boxcars come fully assembled and feature a new draft gear design, knuckle couplers, metal wheels, and list for $36.95.

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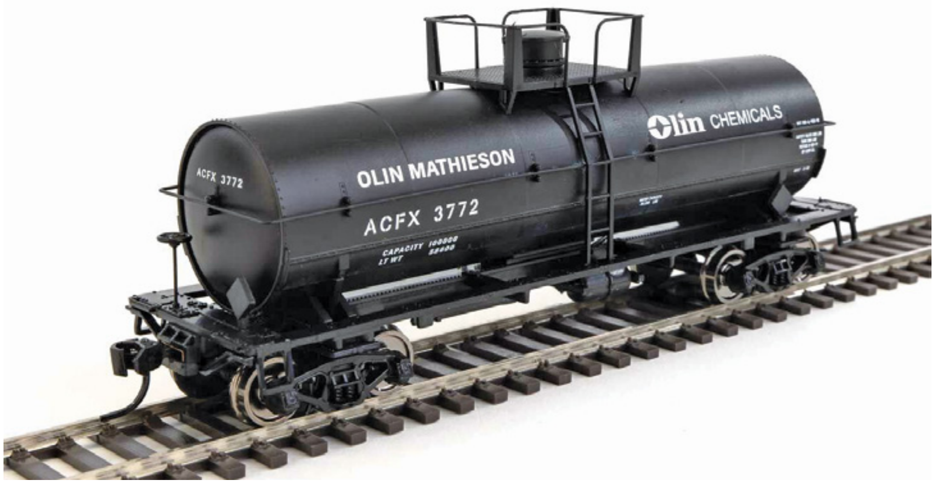
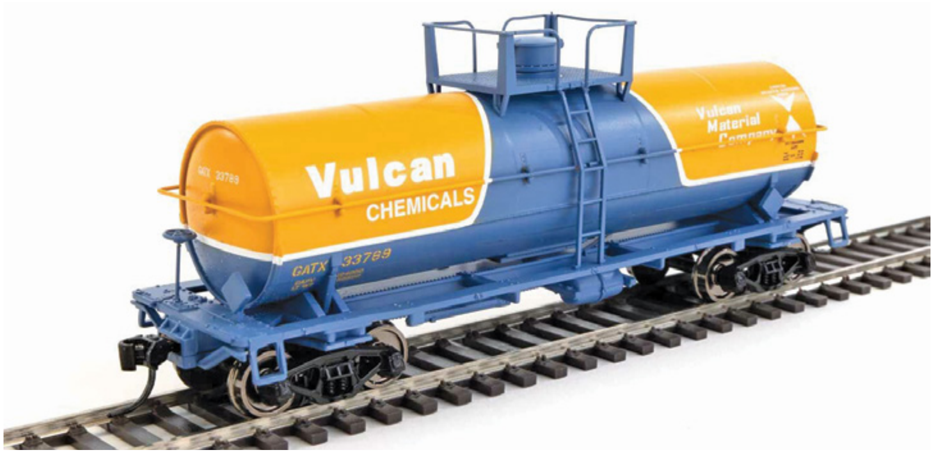
Walthers chemical tank car is another new Mainline-series freight car model in HO



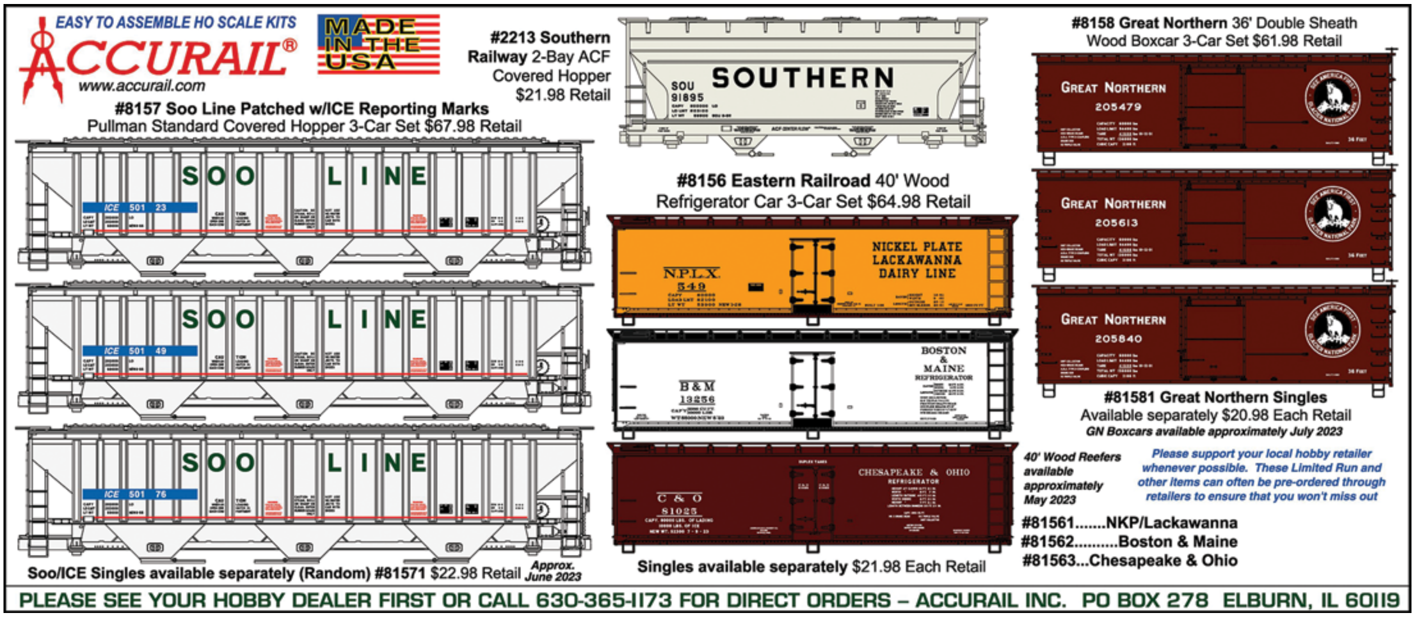
Above and Below: These two preproduction model samples show two of the seven looks coming in the initial release for this new-tooling HO-scale chemical tank car model from Walthers. This $34.98 offering will reside in the company's Mainline series and will come fully assembled.



HO — Walthers' new 36-foot chemical tank car will feature a newly tooled tank body reproducing a common freight car from the late steam and diesel eras. These single-dome tank cars carried a variety of chemical liquids and served all across North America.

This addition to the mid-priced Mainline series will include a newly created plastic tank body with bolted jacket design and small pressure-type dome cap with surrounding walkway platform with railing. The offering will arrive fully assembled and will ride on 33-inch metal wheels mounted in friction-style plastic truck sideframes. The model will include body-mounted metal knuckle couplers. The first production will include seven roads with three road numbers each: A.E. Staley, Allied Chemical, Diamond Shamrock, Ethyl, Jefferson Chemical, Olin Chemical (shown on the left above), and Vulcan Chemical (shown on the left). The decorated Walthers Mainline HO-scale chemical tank car model carries a $34.98 suggested retail price. An undecorated chemical tank car (910-48000) lists for $31.98. This release is expected to ship before summer.

Wm. K. Walthers, Inc., walthers.com



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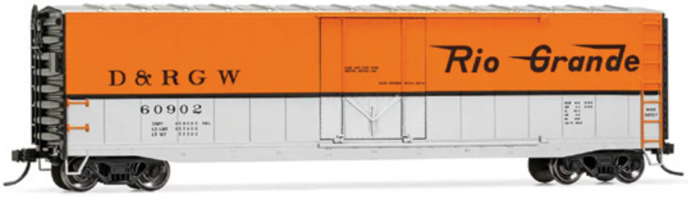
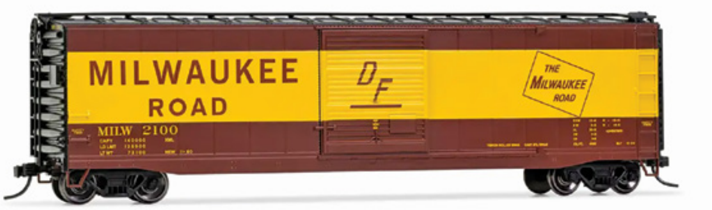
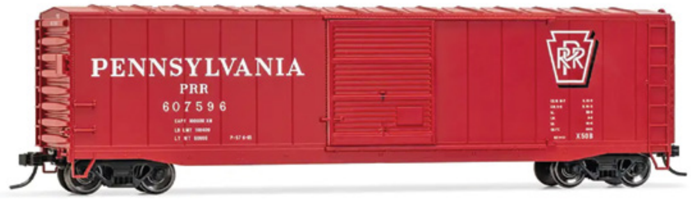
New release for Hornby-Rivarossi HO boxcars due soon and another release announced


D & R G W
Rio Grande
60902


MILWAUKEE ROAD
MILW 2100
The Milwaukee Road


PENNSYLVANIA
PRR
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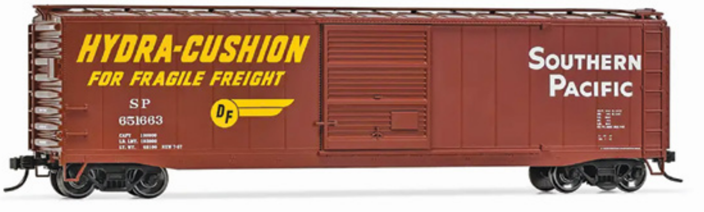
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651663
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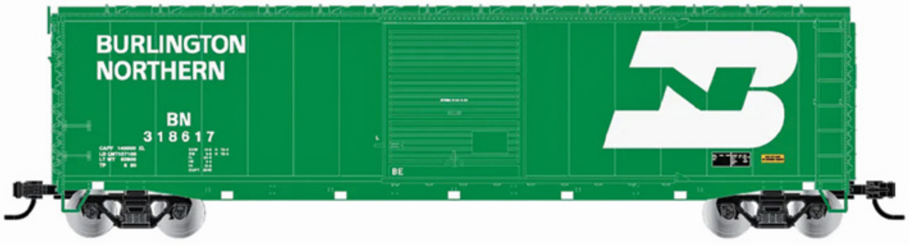
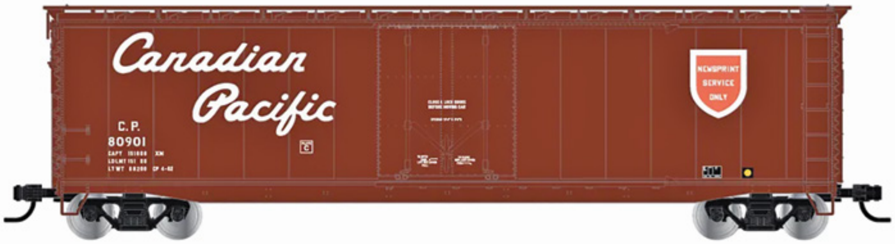
HO — Hornby Hobbies will soon ship another collection of Rivarossi HO-scale boxcar models. This group, first reported in *MRN*'s September 2022 edition, includes four road names coming with four road numbers per road name. There are variations to these fully assembled HO boxcars. Denver & Rio Grande Western models will include a plug door and lack running boards on the roof. You'll find a sliding door on The Milwaukee Road, Pennsylvania Railroad, and Southern Pacific boxcars. The Pennsy example lacks running boards, while The Milwaukee Road and Southern Pacific boxcars will include running boards.

Hornby plans another production for its Rivarossi HO-scale 50-foot boxcar model with five road names coming (illustrations shown on the right). This release retails for $32.99 each and will come with four road numbers for each paint scheme. Burlington Northern and Union Pacific boxcars will come with sliding door and no running boards. Canadian Pacific, Great Northern, and New York Central boxcars will include plug door features, with running boards present on Canadian Pacific and New York Central cars. The models will include body-mounted plastic knuckle couplers and trucks with metal wheels. This latest run is expected in the near future.

Hornby Hobbies, hornbyhobbies.com


BURLINGTON NORTHERN
BN
318617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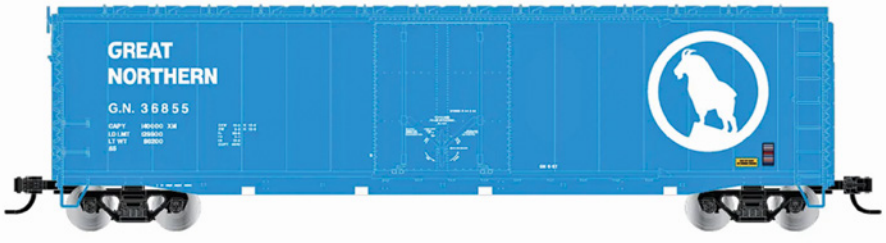
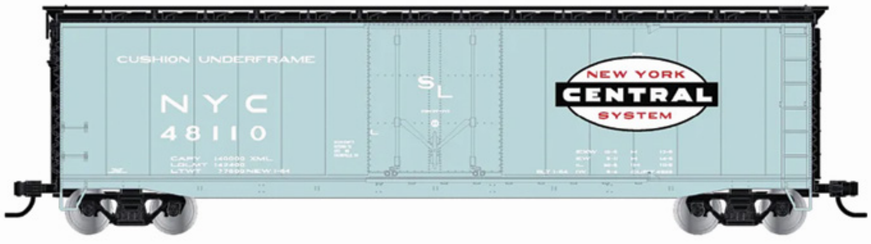

GREAT NORTHERN
G.N. 36855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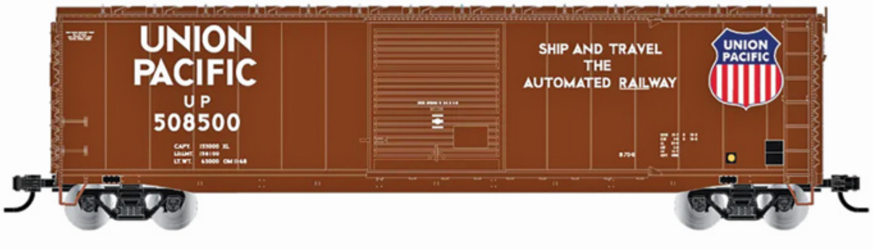
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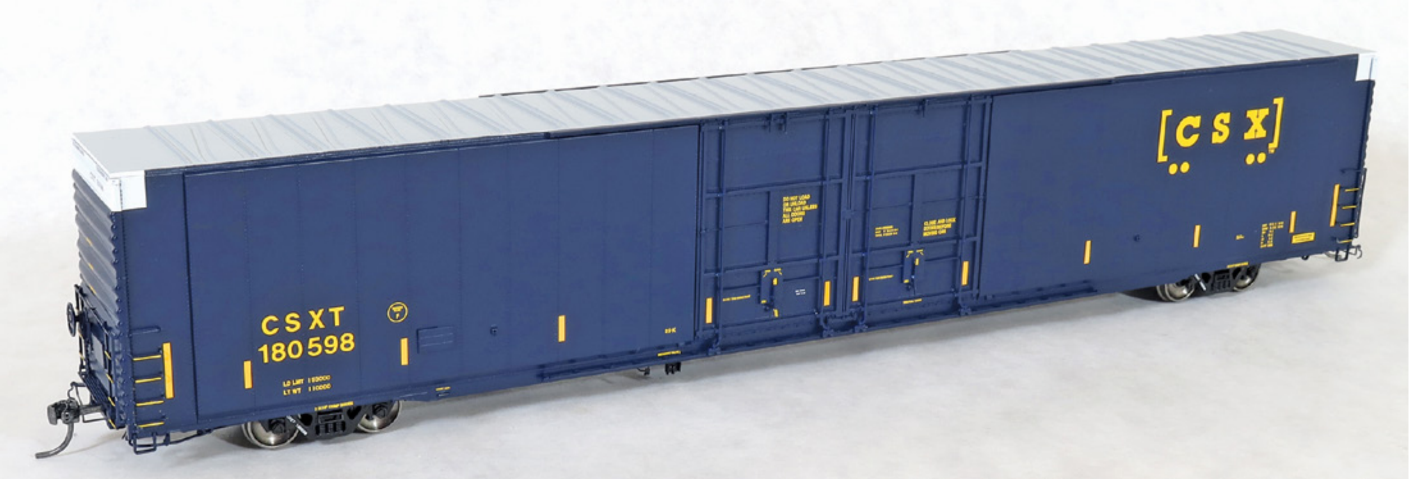
New HO high-cube run from Tangent Scale Models

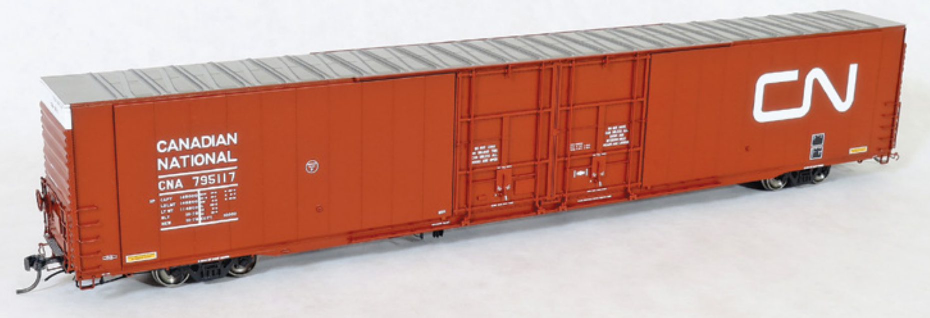


HO — Tangent Scale Models set a new standard for what an HO-scale 86-foot high-cube boxcar could be with its introduction of a Greenville Steel Car Company prototype of this big freight car a few years ago (see September 2020's *Model Railroad News* cover and "Really Big Boxcar!" review). Several production runs have covered a range of looks for these auto parts haulers that debuted on North American railroads in the 1960s. The hobby company's Greenville prototypes include double- and quad-door styles with a range of variations.

This early 2023 release brings a collection of double-door Greenville high cubes with a late-era production look with five grab irons present on the lower corner of the boxcar sides. These "Plate F" giants were nearing the end of Greenville's large 4,400-plus production run when the

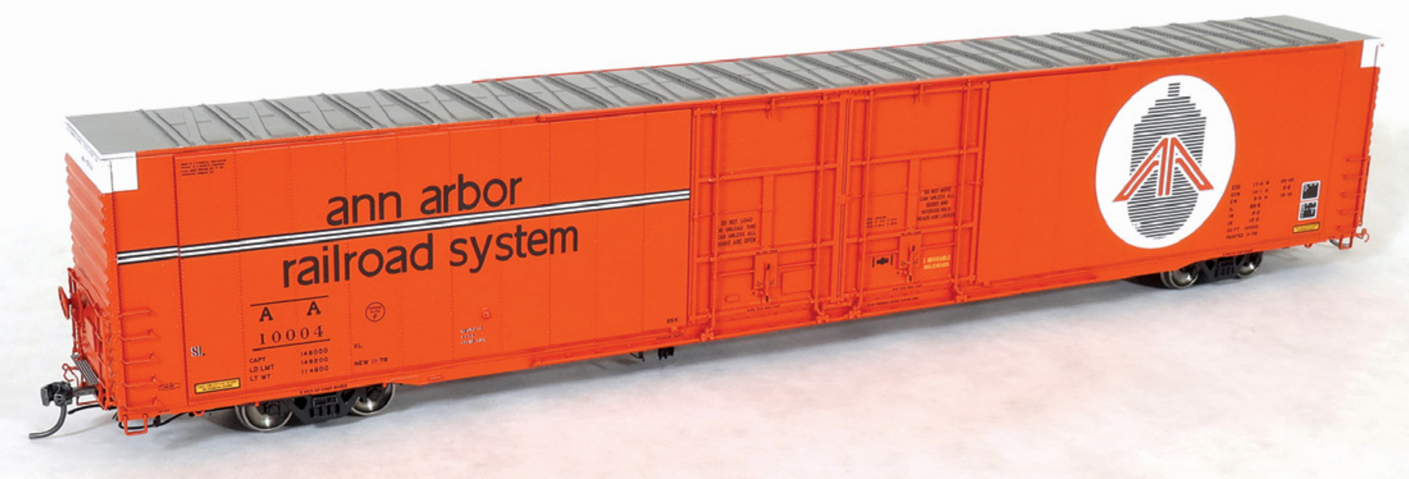
Above: Compare Tangent Scale Models' HO CSX high-cube with the prototype shown on the facing page. This release (delivered in early 2023) replicates Greenville's late 1970s production with five grab irons present on the corners of the sides.

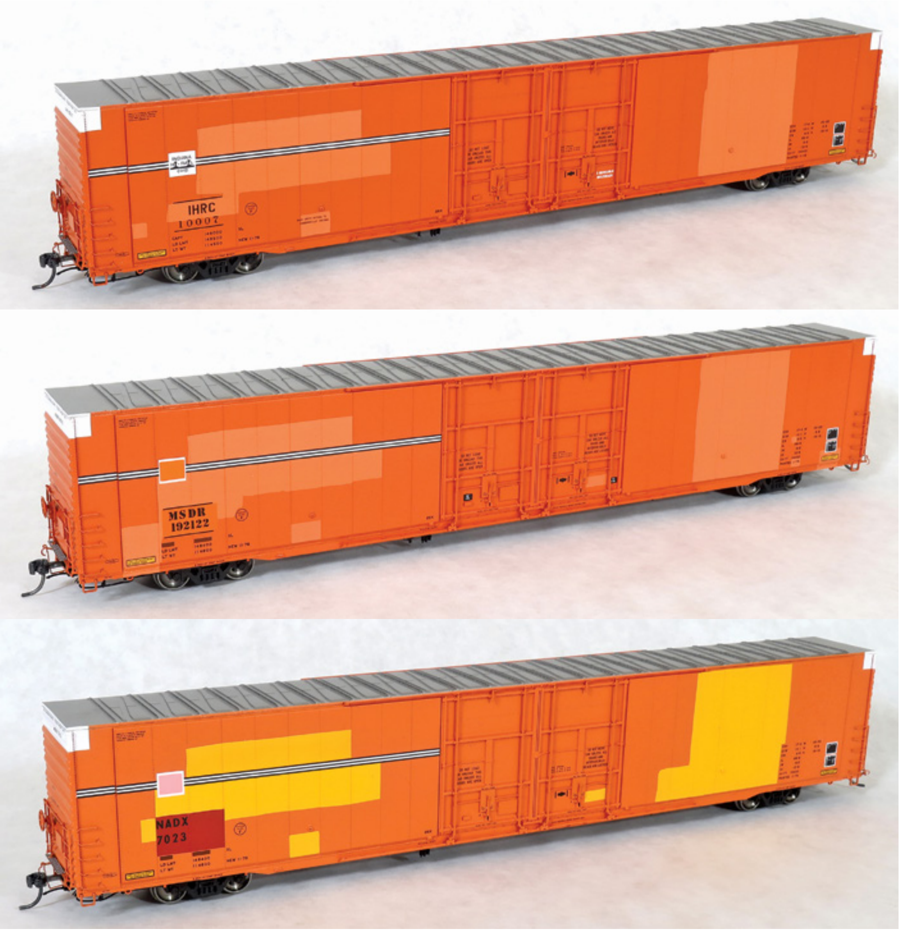
Facing Page Top: CSXT 181049 was rolling toward the Kansas state line in mid-2022 on a Union Pacific train on the northside of downtown Kansas City, Mo. This prototype is included in Tangent Scale Models' latest release of HO-scale high-cube boxcar replicas. — *Tony Cook photo*



Above: This is Tangent Scale Models' first Canadian National release for its HO-scale Greenville auto parts boxcar replica. The road's largest order with Greenville for these high cubes was in 1978 with an 80-car production. Examples are verified in service to at least 2016. A dozen Canadian National road numbers are included in this new release. These assembled Tangent Scale Models HO-scale Greenville 86-foot boxcar replicas sell for $56.95, and are available direct from the manufacturer and via its network of hobby dealers.

Below: Tangent Scale Models offerings this very attractive 1978-delivered high-cube boxcar decorated for Ann Arbor. In addition, this release follows Ann Arbor examples through secondhand ownership (as shown on the facing page). The patched ex-Ann Arbor replicas from top to bottom are a 1983 Indiana Hi-Rail Corporation version (with IHRC reporting mark), a Mississippi Delta Railroad (with MSDR reporting marks) reproduction matching a 1992 prototype, and a 2005 General Electric Rail Services offering with NADX reporting marks.





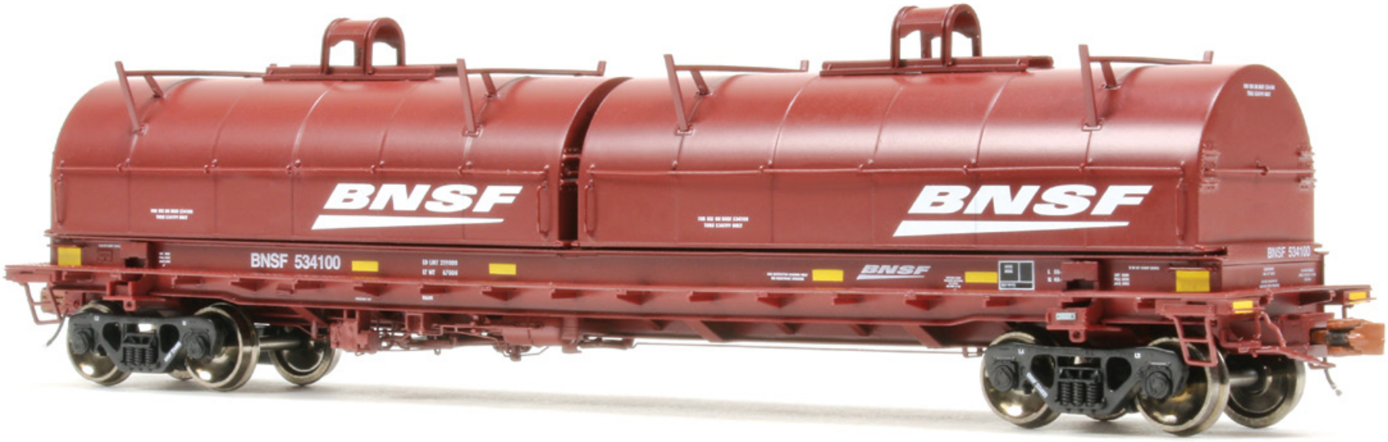
examples in this release were new. This release includes a series of orange Ann Arbor replicas (facing page bottom) with six road numbers for a 1978 as-delivered car. Also, three high cubes (shown on the left) tell the story in high-quality HO release of Ann Arbor cars beginning in the early 1980s through the early 2000s under ownership by Indiana Hi-Rail Corporation, Mississippi Delta Railroad, and General Electric Rail Services. Canadian National (shown on the facing page) joins Tangent's list of Greenville offerings with a 1978 look offered in 12 road numbers. The blue Chessie System offering (appearing on the top of the following page) is a first release for this popular look on Tangent's quad-door high cube, with a dozen road numbers available representing examples from a large 275-car order delivered in late 1977. Another 1978 prototype reproduced by Tangent Scale Models shares a unique Conrail car. The road inherited many high cubes, but only bought new one time in the late 1970s; this release is represented

with 12 road numbers (an example appears above). A modern CSX look is available in four road numbers (model and prototype shown on the previous pages). This replica includes the road's "Boxcar" logo dating to 2019 with 2020 door inspection data patch. Norfolk & Western (N&W) was a major player in the auto parts business and high cubes were common in the railroad's fleet. This release's black high cube with interlocking white "NW" (shown below) is from a 1978 order that made up N&W's B-138 class of 317 cars. This was Greenville's single largest order from any railroad for its 86-foot high-cube boxcar. For the dozen car numbers included in this production, Tangent Scale Models includes January 1978 data on half and February 1978 on the other half of the releases.

These ready-to-run HO-scale Greenville high-cube boxcar replicas are a limited production and available now from Tangent Scale Models. An undecorated kit (25007-01) version of this 1977–1978 Greenville high-cube boxcar is also available. Visit Tangent Scale Models for more information and to order your high cubes today.

Tangent Scale Models, tangentscalemodels.com

ScaleTrains will add HO version for its Rivet Counter two-hood coil car

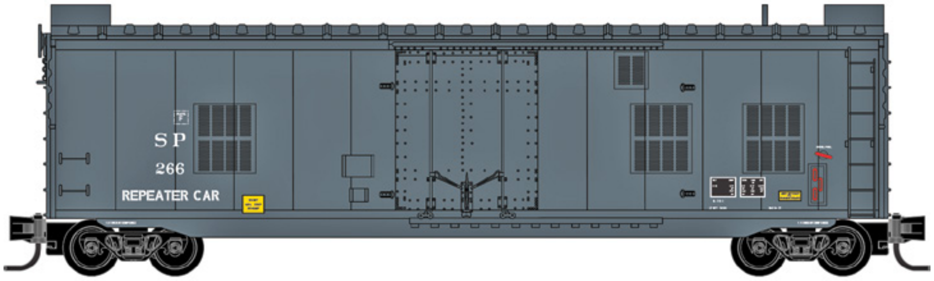


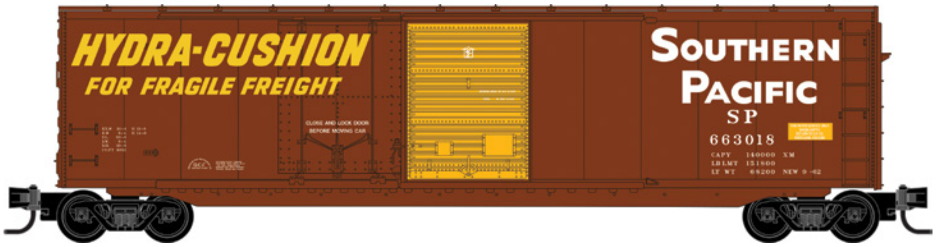
HO —ScaleTrains recently announced a 48-foot Thrall coil car with two-hood design for its N-scale line of Rivet Counter releases. The company announced at the Amherst Railway Society Railroad Hobby Show 2023 (railroadhobbyshow.com) that this prototype would be the subject of an HO-scale Rivet Counter offering. ScaleTrains plans a late November 2023 arrival for both HO- and N-scale models. The $52.99 HO coil car (an early example decorated for BNSF appears above) will be offered in a wide range of road names and decorations. The models will be available direct from ScaleTrains and from the manufacturer's group of hobby dealers.

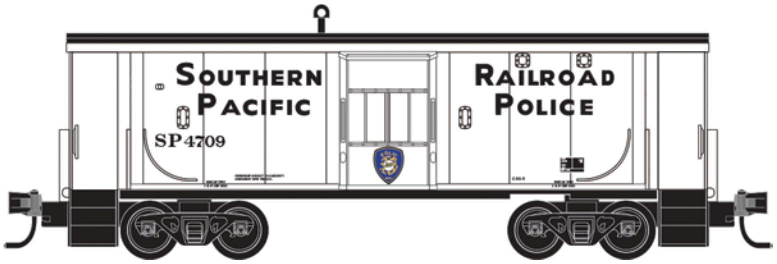
ScaleTrains, scaletrains.com

Southern Pacific releases in N scale from Micro-Trains Line

N — Micro-Trains Line (MTL) has several Southern Pacific (SP) releases that recently arrived for N scalers. A two-pack release presents SP's Air Repeater cars (gray car illustrated on top at the right). The prototypes saw use in long trains to increase air brake efficiency. The set comes in a boxed version with foam nest insert (993 02 207, MSRP: $64.95) and also comes packaged in jewel cases (983 02 207, MSRP: $73.95). MTL plans a June delivery for a four-pack of SP combination door boxcars (brown boxcar illustration shown in the middle on the right). June is also the month for MTL's Southern Pacific Railroad Police Caboose two-pack, which will come with a bay window (shown on right) and standard cupola models decorated in this white livery.

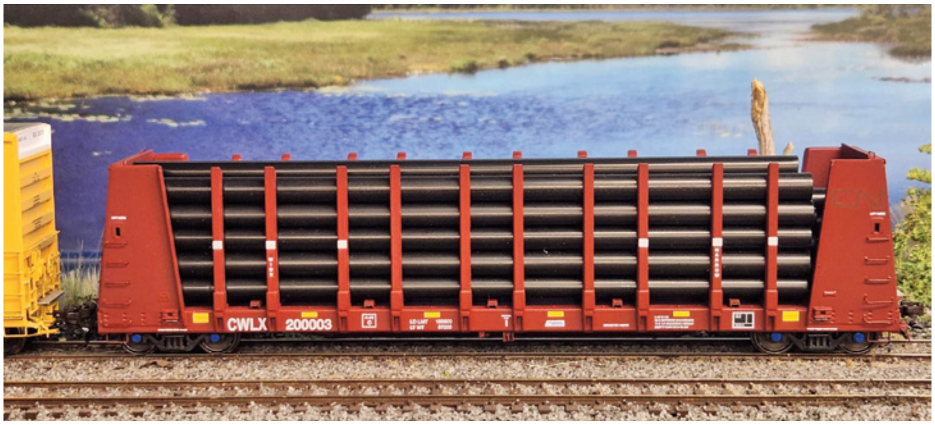






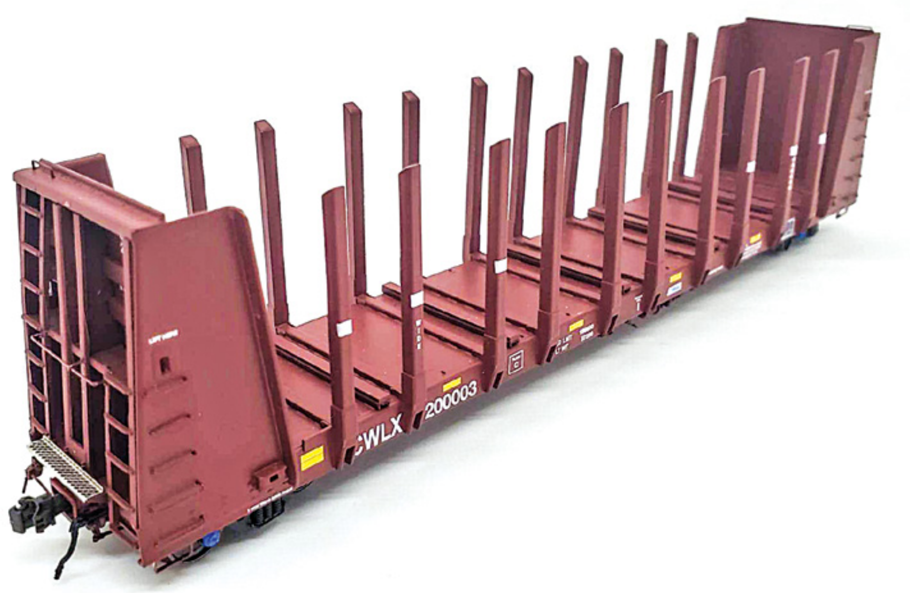
Micro-Trains Line Co., micro-trains.com

Otter Valley shares a preview of its next HO freight car release



HO — Otter Valley Railroad's second all-new freight car release will be Freight Car America's 52-foot bulkhead. This model is available for pre-order from Otter Valley Railroad; check their website for road names, road numbers, and pricing. The fully assembled bulkhead flatcar will be offered in single release and six-pack sets.

Otter Valley Railroad, ovrtrains.com



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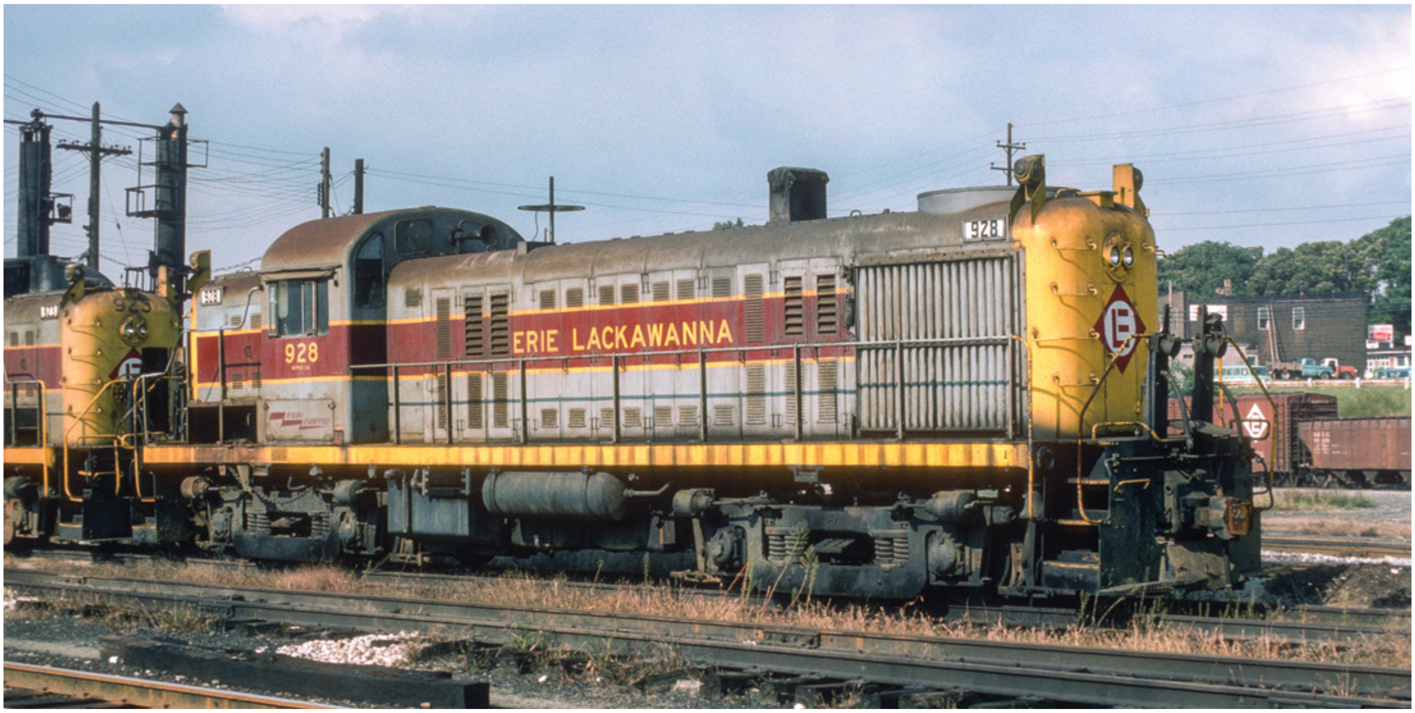
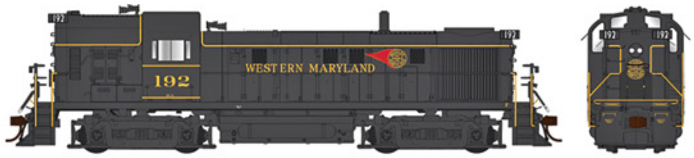
Bowser's 2024 release of HO RS-3s will include multiple phases and "Hammerhead"



HO — Bowser announces a new Alco RS-3 release (due in summer 2024) with Western Maryland "hammerhead" rebuild, and several other road names, all with road-specific details and production phase characteristics. The illustrations below show the various road names and paint schemes. Check Bowser online for additional information and pricing.

Bowser Mfg., bowser-trains.com

Above: Erie Lackawanna 928 appears to have a capped exhaust stack and is missing batteries (open section to the left the cab) in this 1975 view at Youngstown, Ohio. Bowser will offer this late-phase RS-3 with large louver sections and other Erie Lackawanna-accurate details for its coming HO scale model. — *Kevin EuDaly collection*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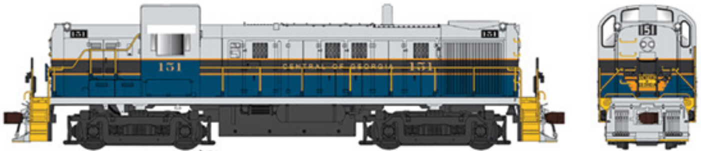
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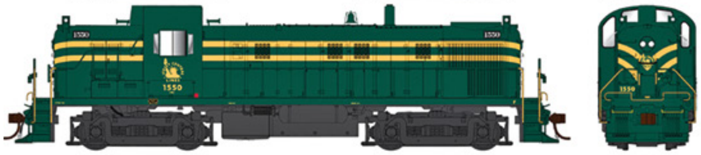

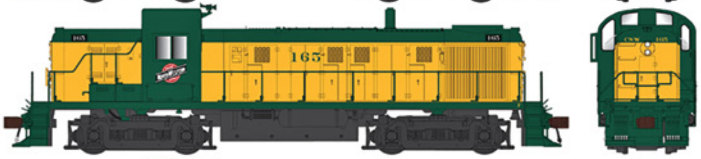

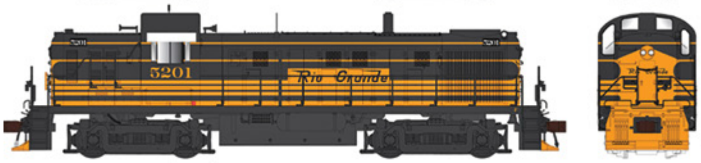
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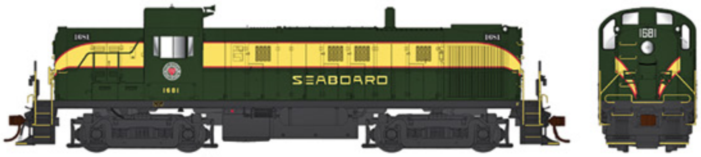
Rio Grande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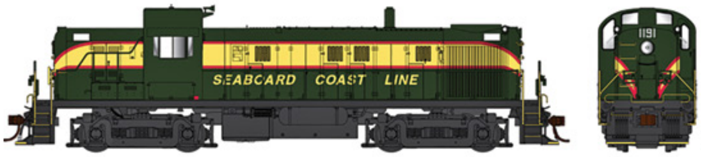
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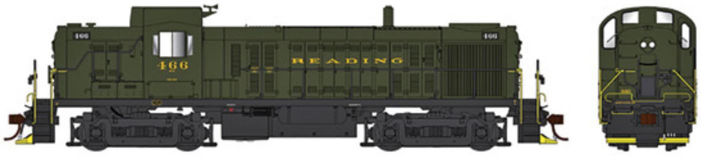
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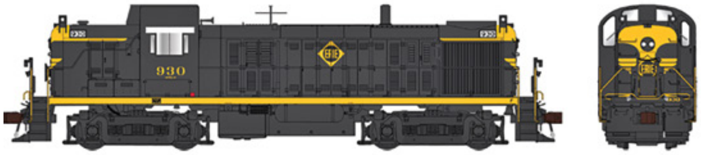

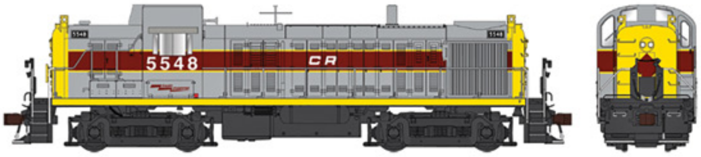

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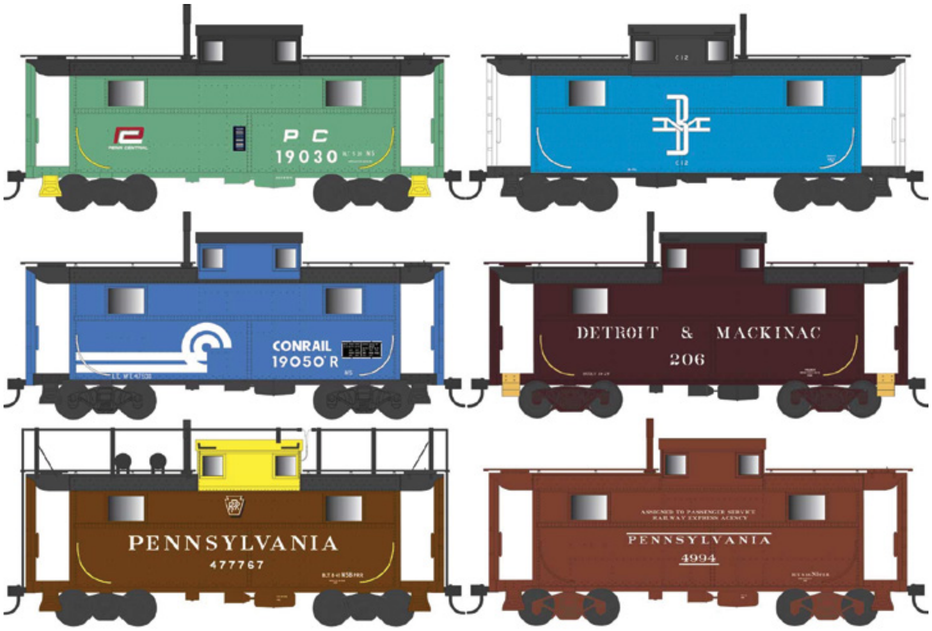
Bowser announces new run for HO-scale N5 caboose



HO — Bowser plans a March 2024 delivery for a new collection of its HO-scale N5 caboose models. The production will include Boston & Maine, Conrail, Detroit & Mackinac, Penn Central, and Pennsylvania Railroad. This release will present 11 Pennsylvania decoration and detail variations (some models will be equipped with Trainphone antenna details on their roof). Multiple road numbers are coming for each road name and paint scheme. Visit Bowser's website to learn more and see illustrations of all the caboose models coming in this release. The ready-to-run HO caboose retails for $32.95 (without antenna) and $39.95 for models with antenna details.

Bowser Mfg., bowser-trains.com

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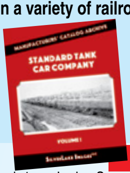

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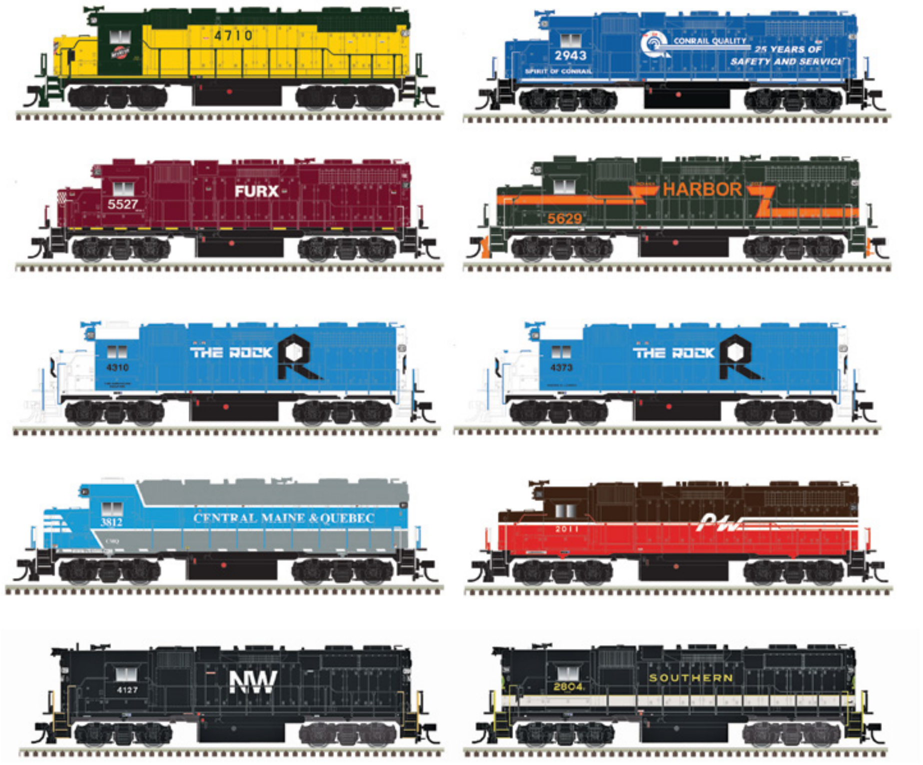
Next Atlas Master GP38 offers several new paint schemes and ditch lights in N scale

N — Atlas announces a new run for its N-scale Master GP38 diesel locomotive model for delivery during Second Quarter 2024. This collection will present several paint schemes that have never been offered by Atlas for this four-axle locomotive model. The assembled N-scale GP38 will come in a sound-ready, standard DC edition (MSRP: $159.99 for roads with ditch lights and $149.99 for non-ditch light editions). The model will also arrive with Digital Command Control and ESU's LokSound as a Gold version (MSRP: $269.95 with ditch lights and $259.95 without ditch lights). In addition to ditch lights (front and rear) on select road names, Atlas will offer high-nose GP38s decorated for Norfolk & Western and Southern Railway.

Atlas Model Railroad Company, atlasrr.com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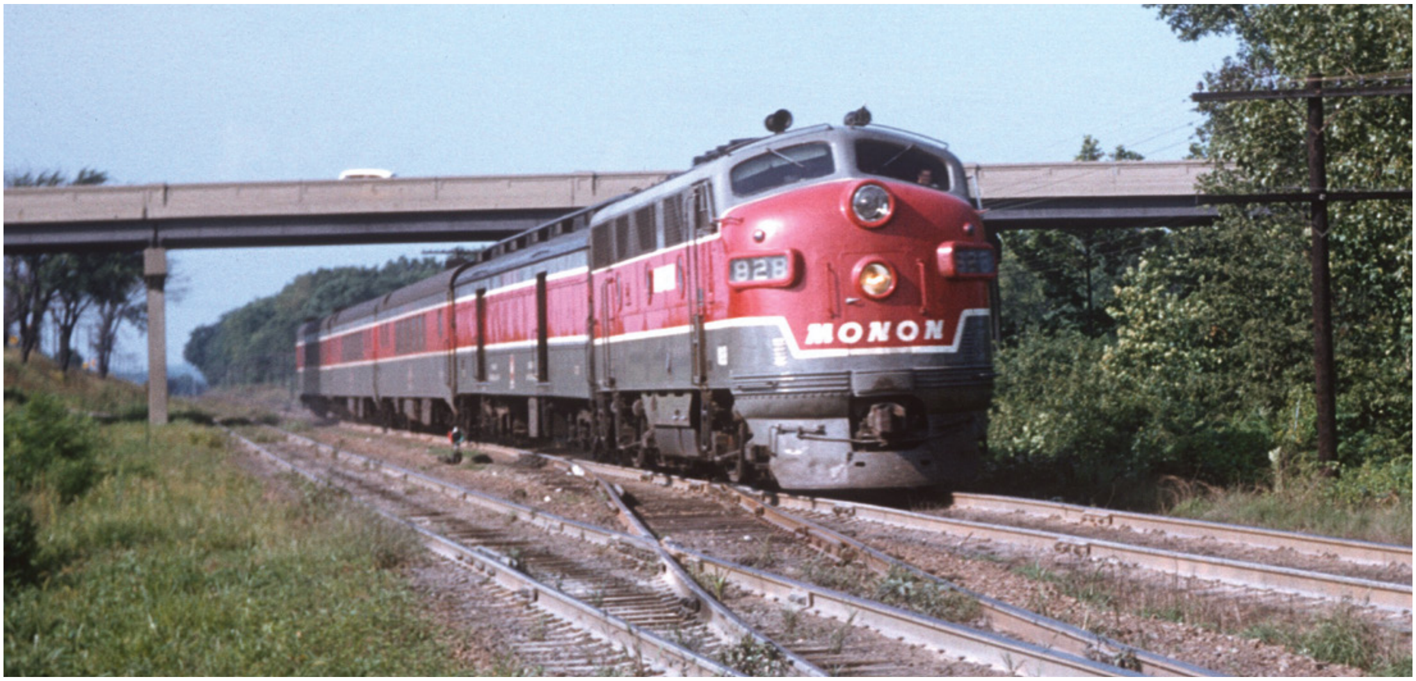
Above: The road names in this release are Chicago & North Western, Conrail, FURX, Indiana Harbor Belt, Rock Island Rail, Central Maine & Quebec, Providence & Worcester, Norfolk & Western, and Southern Railway.

Below: Southern 2768 is a 1969-built GP38 shown with a pair of GP30s and another GP38 in 1984. — *Jim Boyd photo, Kevin EuDaly collection*

2768
2768
SR
SOUTHERN
2768

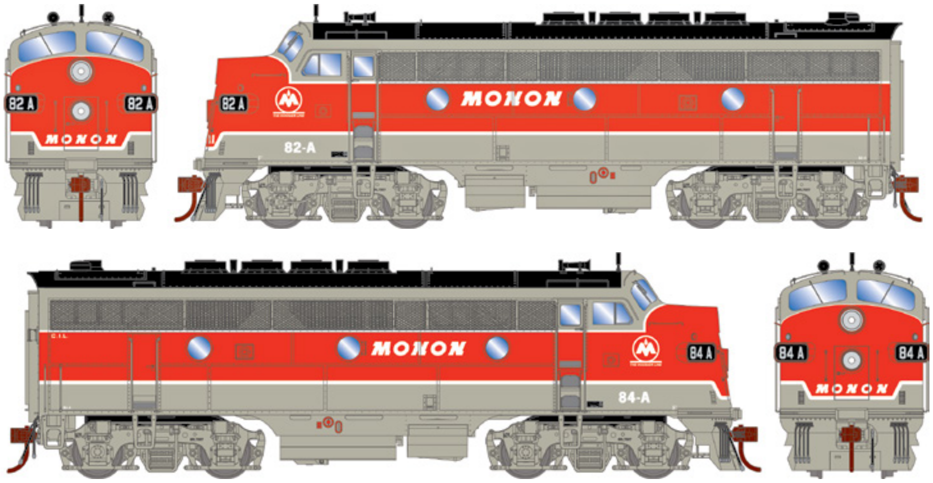
Monon F3s will arrive from Athearn Genesis in HO scale



HO — Athearn has several classic liveries in development for a coming release of its high-quality Genesis F-unit models. Among the road names will be a first-time Genesis offering of Monon's sharp gray and red with white lettering paint scheme. The models will be F3As with chicken-wire grilles, dual headlights, and additional road-specific features. The run will offer Monon 82-A and 82-B as single unit releases, and Monon 84-A/84-B sold as an A-unit pair in a set. Check Athearn's website for the rest of the F-units coming in March 2024.

Athearn Trains, athearn.com

Above: Monon 82B handles a passenger train near Lafayette, Ind. The road's passenger trains received steam-generator-equipped F3s in 1947 wearing this Indiana University-inspired gray and red livery. Athearn will offer Genesis HO-scale F3As in a coming production. — *Kevin EuDaly collection*



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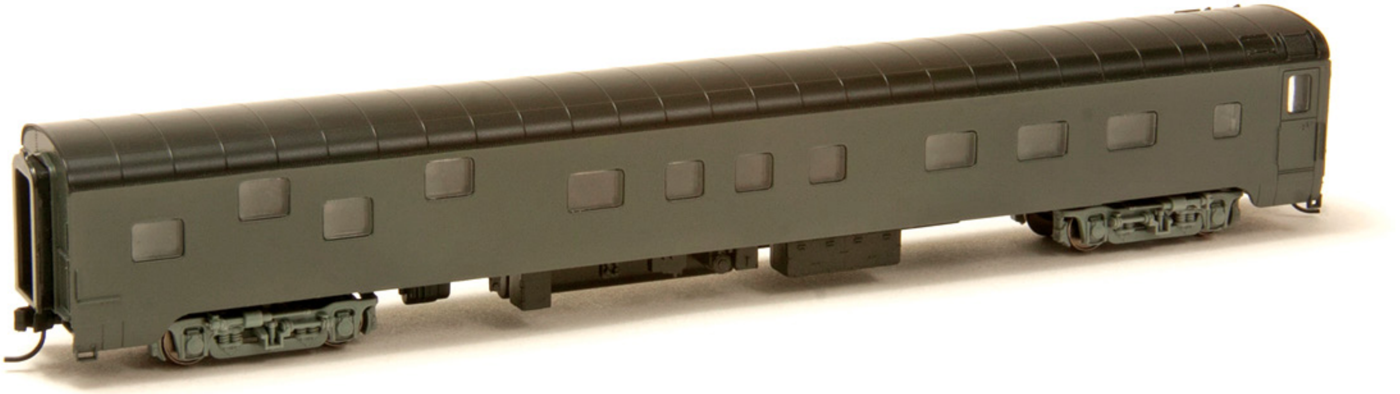
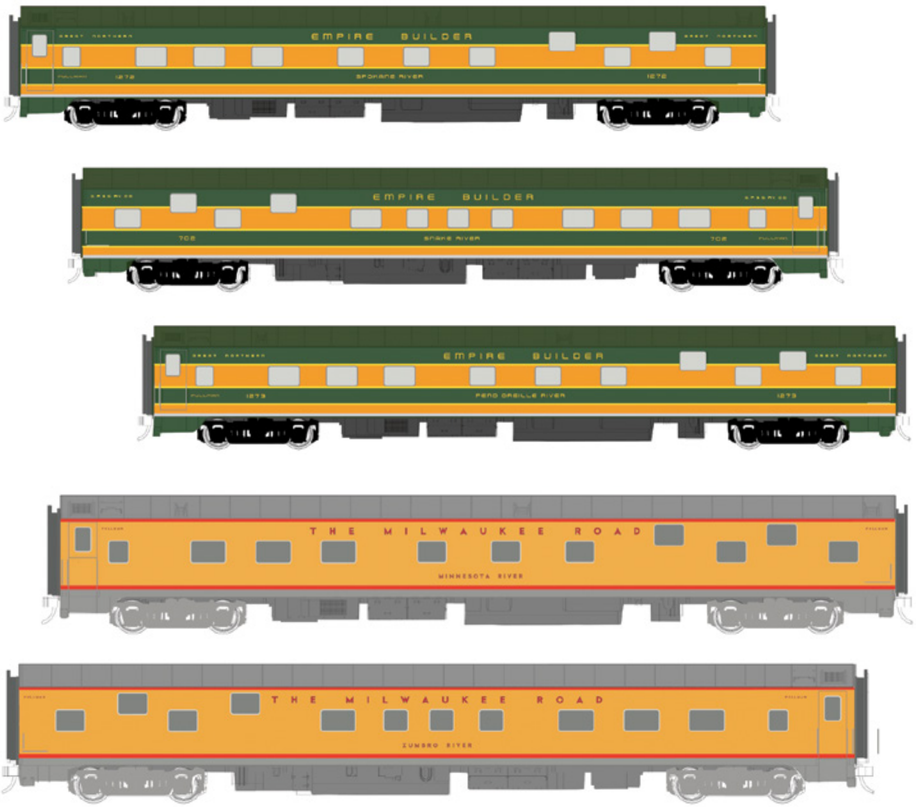
Duplex Sleepers in N scale from RailSmith by Lowell Smith Signature Series



N — RailSmith by Lowell Smith Signature Series is releasing N-scale duplex sleeper car models in Great Northern and The Milwaukee Road. The prototypes for these sleepers are Pullman-Standard passenger cars that first entered service in the 1950s. RailSmith's Great Northern set includes three duplex sleepers: "Spokane River," "Pend Oreille River," and "Snake River." The set sells for $137 and comes decorated in *Empire Builder* livery as shown on the right. The new Milwaukee Road set, which sells for $92, includes cars "Minnesota River," and "Zumbro River" wearing the Armour Yellow livery introduced in the mid-1950s and shared with passenger partner Union Pacific (illustrated on right). The assembled N-scale duplex sleeper (early sample shown above) will come without skirting for all these releases.



RailSmith by Lowell Smith, lowellsmith.net

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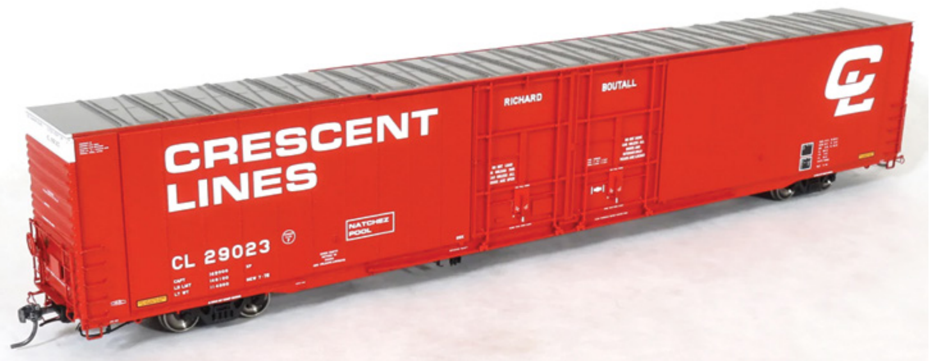
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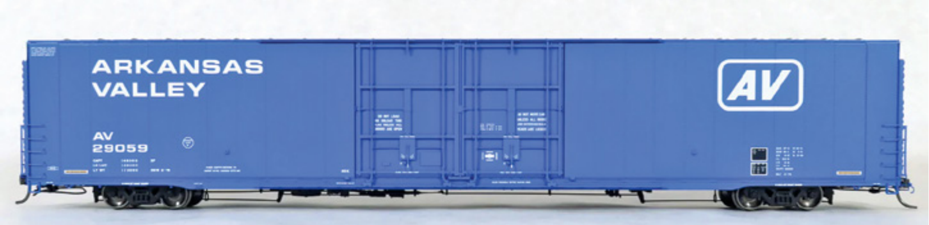
HO — Home Shops has a new group of 86-foot high-cube boxcar replicas available decorated in schemes for home road/freelance model railroads. You read about Home Shops and saw the company's initial release of a similar home road series of Tangent Scale Models-made 4750 three-bay covered hoppers in July 2022's *Model Railroad News*. This latest limited production release includes Arkansas Valley, Chinook Lines, Cincinnati & Lake Erie, Crescent Lines, Maryland Southern, Natchez Trace & Orient, and Virginia & Atlantic. Each home road name is available with two road numbers. A four-number "Founders Fleet" series is offered for the group of Crescent Lines high cubes, with each boxcar including the name of a key member of the Crescent City Model Railroad Club of New Orleans, La.

These ready-to-run or display HO-scale Greenville high-cube boxcars include the builder's quad-door design with later era production five grab iron feature. These releases are only available direct from Home Shops and sell for $56.95 each (plus shipping).

Home Shops has limited stock remaining on its 4750 covered hopper release and recent "small batch" run of 1917-design tank cars decorated for Virginian & Ohio (both releases produced by Tangent Scale Models exclusively for Home Shops).

While you're visiting Home Shops' website checking out these new HO high-cube boxcars, be sure to look at the illustrations for additional freight car projects coming in the near future.

Home Shops, homeshops.net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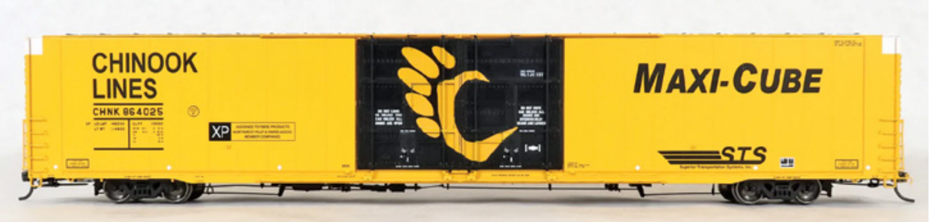
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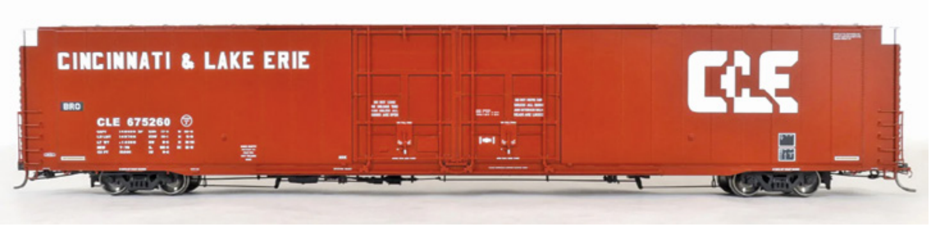
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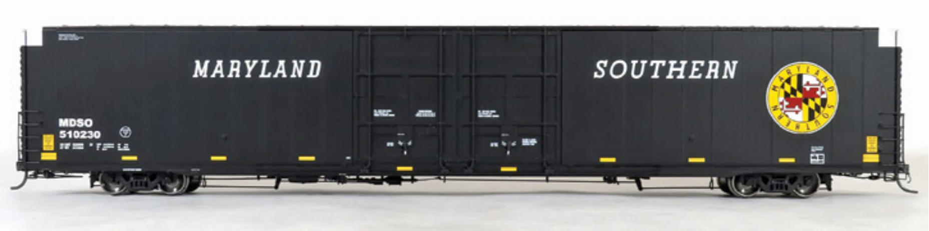
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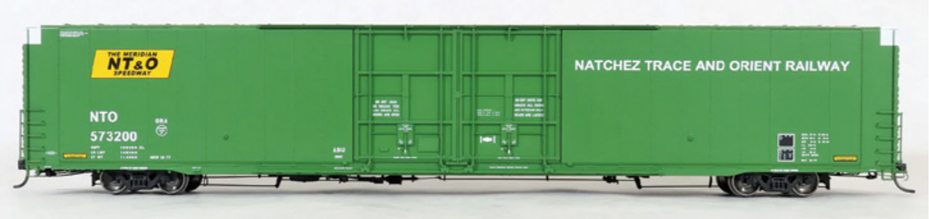
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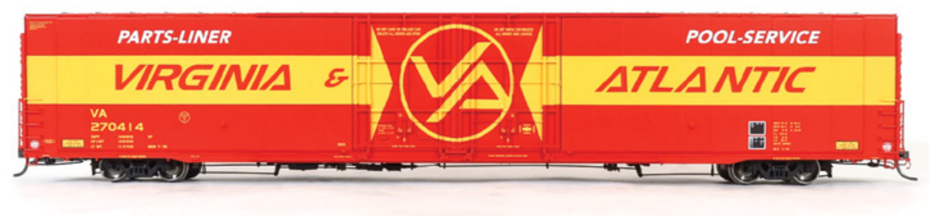
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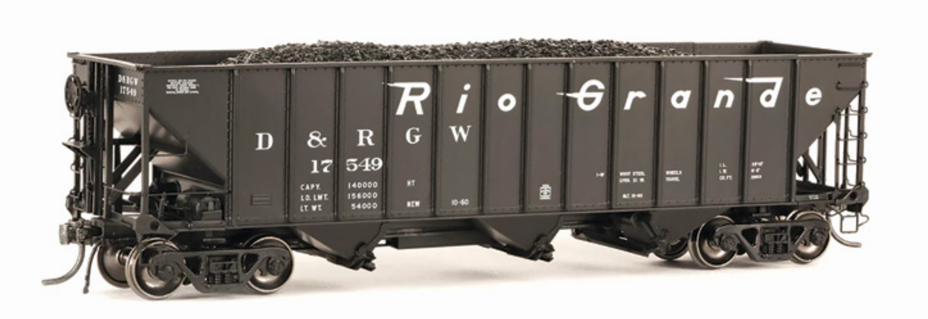
Rio Grande and Penn Central hoppers from Arrowhead Models in HO scale

HO — Arrowhead Models debuted a few years ago with its amazing HO-scale hopper car release (see review in September 2018's *MRN*). The company followed with a very impressive Railgon gondola (see the review in July 2021's *MRN*) and recently added an American Car & Foundry 4600 Centerflow hopper (appearing in October 2022's *MRN*).

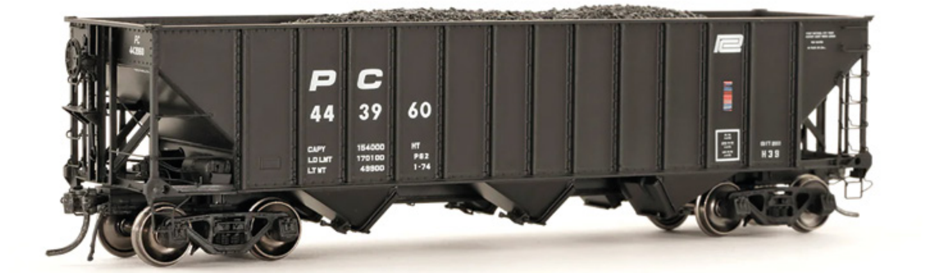
Arrowhead returns to its original freight car type with a release of Denver & Rio Grande Western (D&RGW) and Penn Central (PC) three-bay coal hopper releases. Arrowhead's D&RGW releases (shipped near the end of first quarter 2023) present meticulously researched offerings. See Arrowhead-founder Blaine Hadfield's article on the "Committee Design" hopper in the Rio Grande Modeling & Historical Society's (rgmhs.org) Second Quarter 2018 edition of the group's *The Prospector* publication. There 18 road numbers in the D&RGW release, with a dozen available from Arrowhead models and six exclusive to Nebraska's Spring Creek Model Trains (springcreekmodeltrains.com). At the end of 2022, Arrowhead shipped Penn Central hoppers (based on the same Committee Design of other HO models in the line) with 14 road numbers spread across four unique lettering styles (PC 443960 shown on the right is from Arrowhead's "Set B" series). These are limited production, highly detailed HO-scale reproductions that carry suggested retail pricing of $58.95 for D&RGW offerings and $64.95 for PC cars. Check Arrowhead Models for more information.

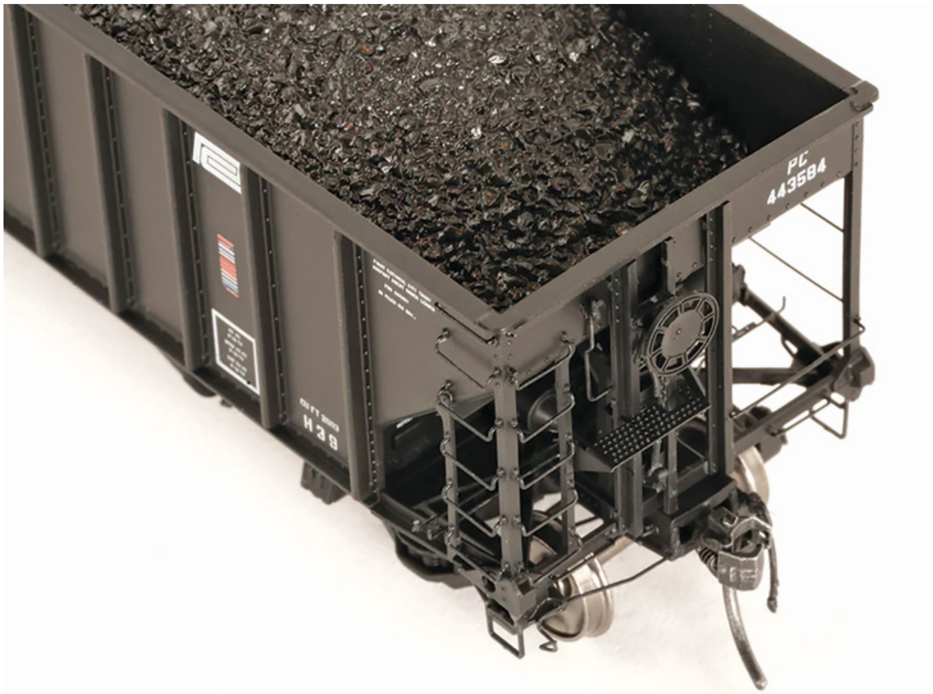
Arrowhead Models, arrowheadmodels.com



Above: Arrowhead Models adds Rio Grande to the roads available for the company's HO-scale committee design hopper car. A dozen road numbers are available from Arrowhead Models with six more exclusively from Spring Creek Model Trains.

Below: An early 2023 delivery from Arrowhead Models brought a new group of Penn Central three-bay hopper cars to HO. These committee design hoppers decorated for Penn Central and Rio Grande are the first offerings from Arrowhead's new factory.





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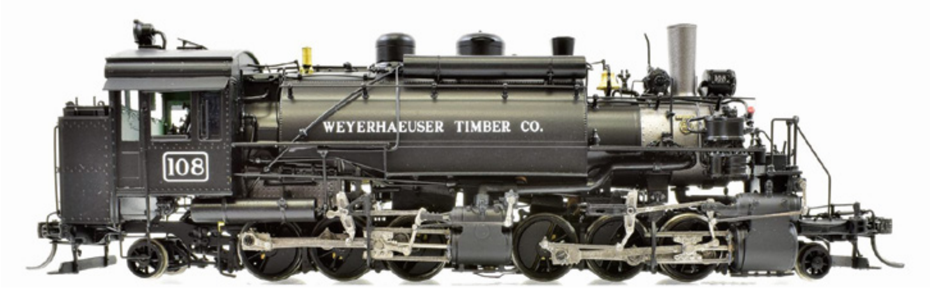
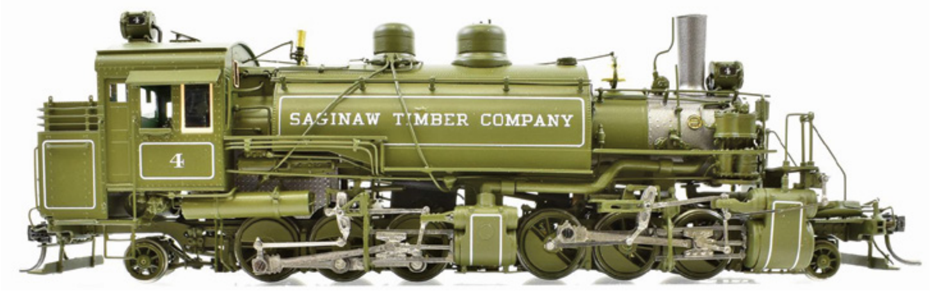
Model Railroad Structures & Accessories

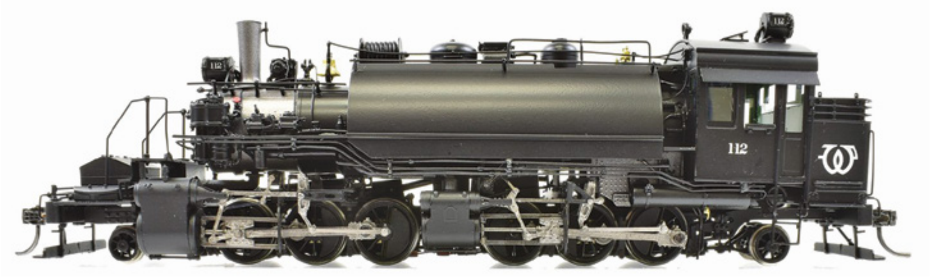
Division Point delivers logging steam locomotives in brass HO

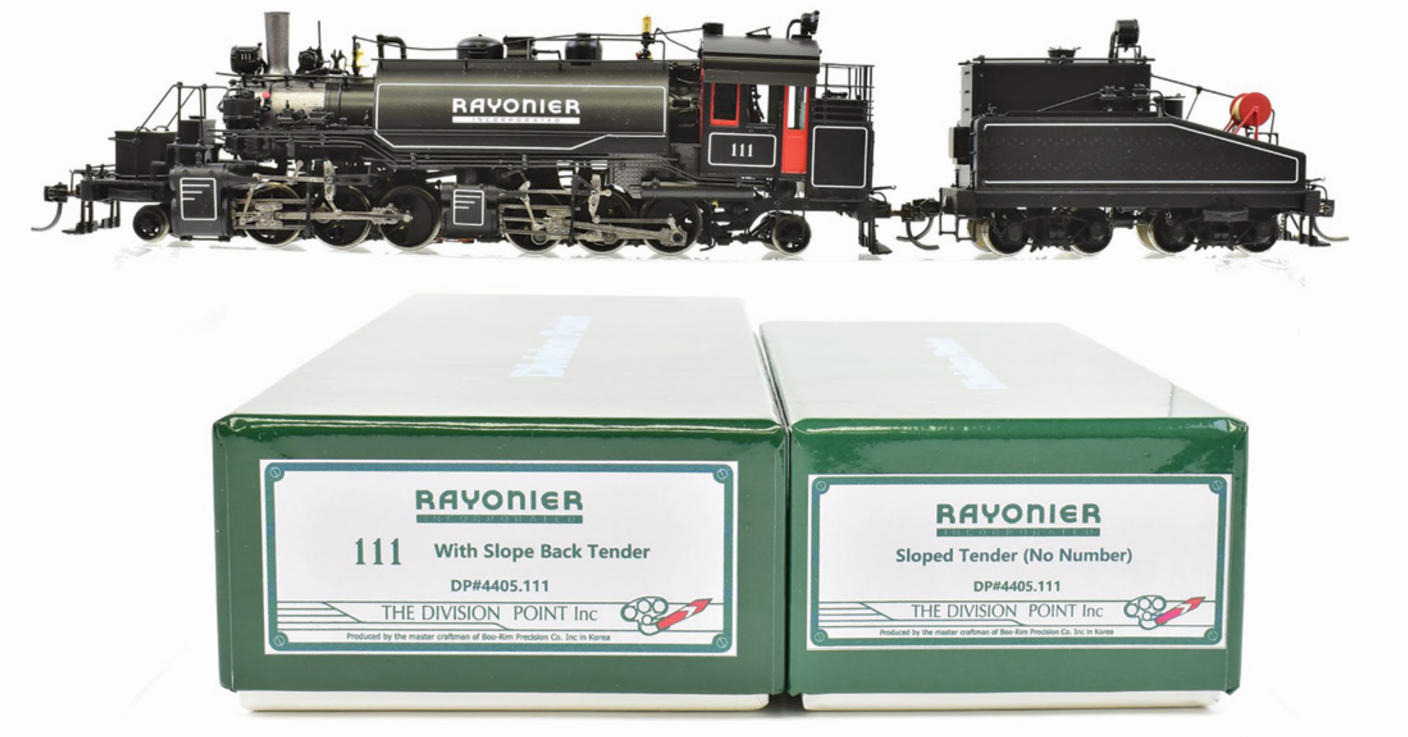
HO — Division Point recently delivered a variety of handcrafted brass HO-scale replicas of Baldwin 2-6-6-2 logging steam locomotives. Produced by Boo-Rim Precision in Korea, these are amazing and very limited production HO offerings (production numbers observed by *MRN* show quantities from five to 15 each were produced). The majority of Division Point's offerings are 2-6-6-2T and lack a separate tender (as per prototype). Matthew Dowd's ReSourced Rails (resourcedrails.com) shared the images you see of examples from this release, which includes more than a dozen prototypes. Shown on the right (from top to bottom) are Weyerhaeuser Timber 108, Saginaw Timber Company 4, and Weyerhaeuser Timber 112. Pictured below is one of the minority examples (Rayonier 111) in this run to come with a separate tender. Check with your favorite brass dealer for pricing and availability.

Division Point, divisionpoint.com

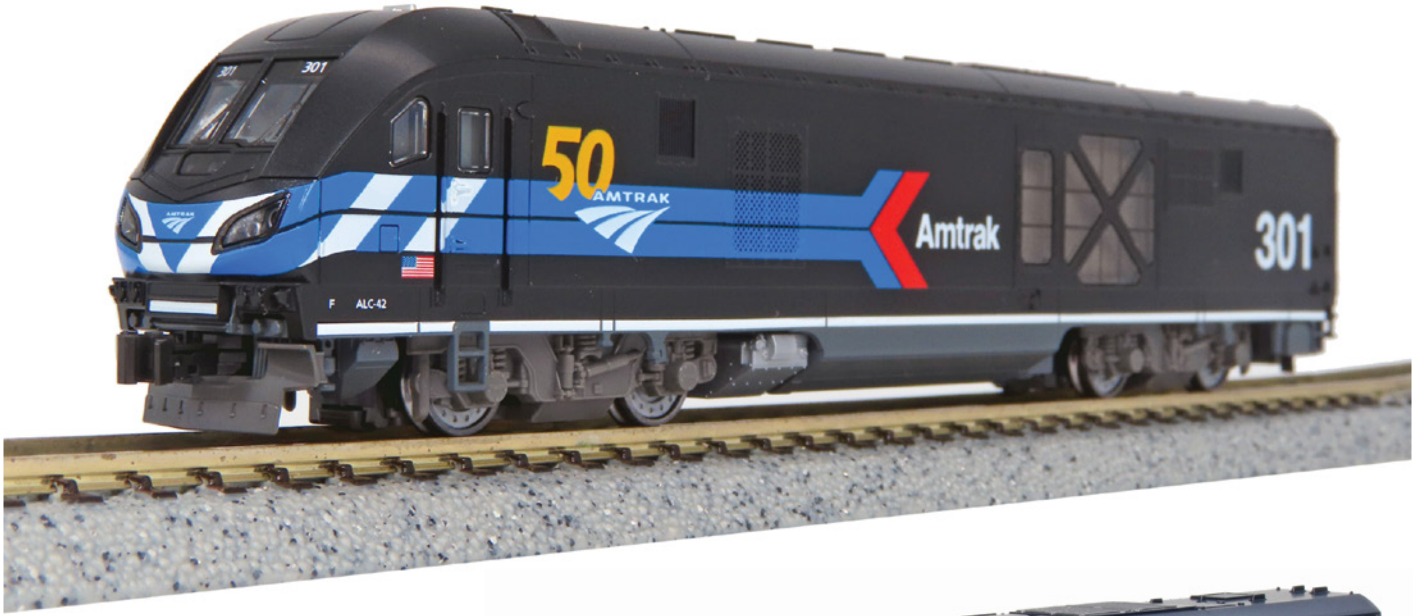

WEYERHAEUSER TIMBER CO.
108

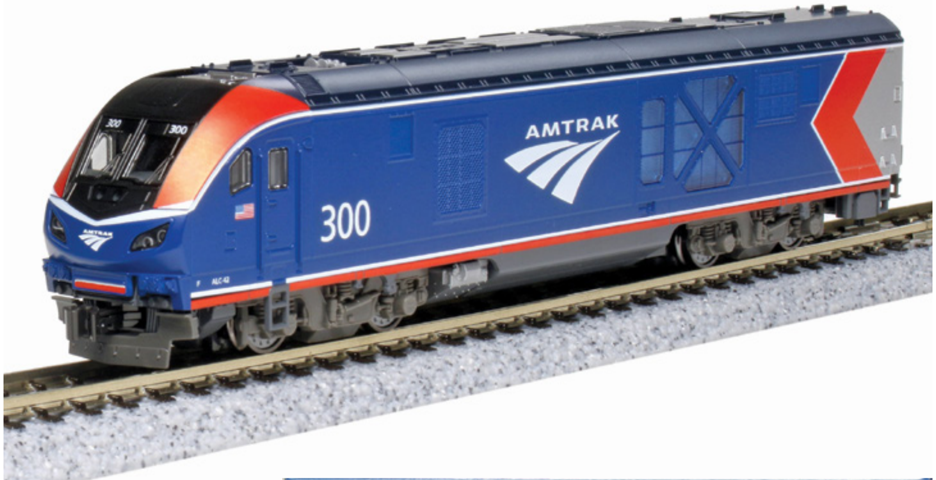

SAGINAW TIMBER COMPANY
4




RAYONIER
111
RAYONIER
111 With Slope Back Tender
DP#4405.111
THE DIVISION POINT Inc
Produced by the master craftman of Boo-Rim Precision Co. Inc in Korea
RAYONIER
Sloped Tender (No Number)
DP#4405.111
THE DIVISION POINT Inc
Produced by the master craftman of Boo-Rim Precision Co. Inc in Korea

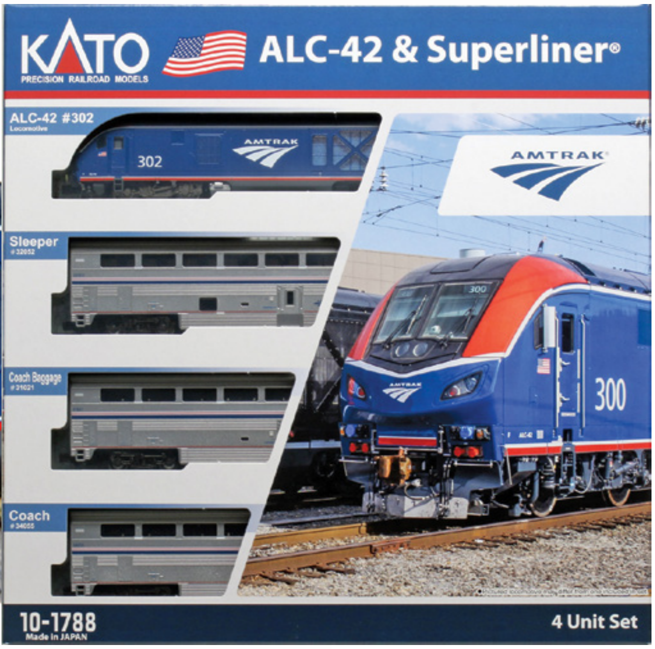
Siemens ALC-42 Charger locomotive arrives in N scale from Kato



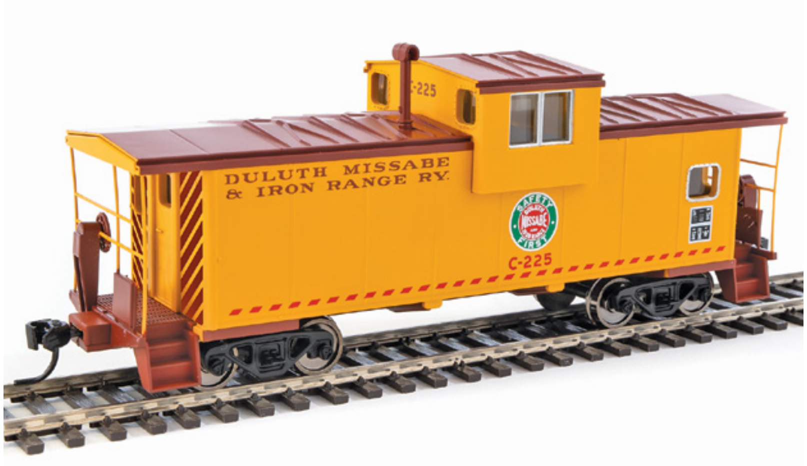


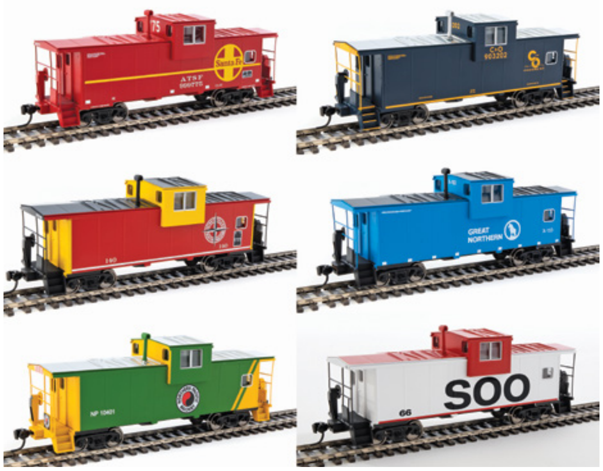
N – Kato now offers Siemens' ALC-42 Charger locomotive in the company's N-scale line. The first Kato Charger offerings include Amtrak's "Day One" black livery 301 unit (shown above), three road numbers for Amtrak's new Phase VI livery (shown on right and below), and a "Starter Series" set (shown below on the right) with a Phase VI ALC-42 and three Superliner passenger cars. Visit Kato online or check your hobby dealer for additional details. Pricing starts at $140 for Kato's N-scale ALC-42.

Kato USA, Inc., katousa.com


KATO
PRECISION RAILROAD MODELS
ALC-42 & Superliner®
ALC-42 #302
Locomotive
Sleeper
Coach Baggage
Coach
AMTRAK
10-1788
Made in JAPAN
4 Unit Set

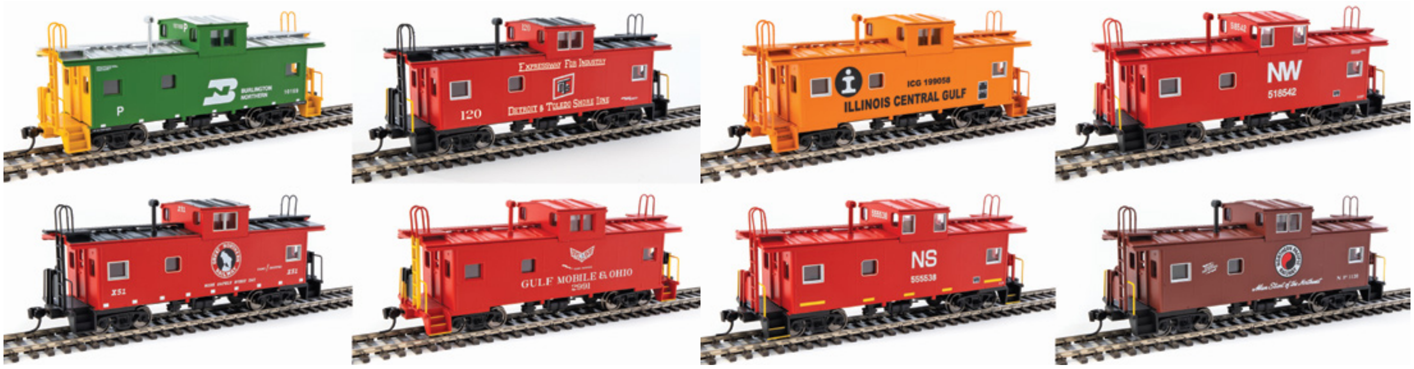
Two styles of caboose models and Minnesota Taconite sets from Walthers Mainline


DULUTH MISSABE & IRON RANGE RY.
C-225
SAFETY MISSABE FIRST


Santa Fe
ATSF
SOO
66
GREAT NORTHERN

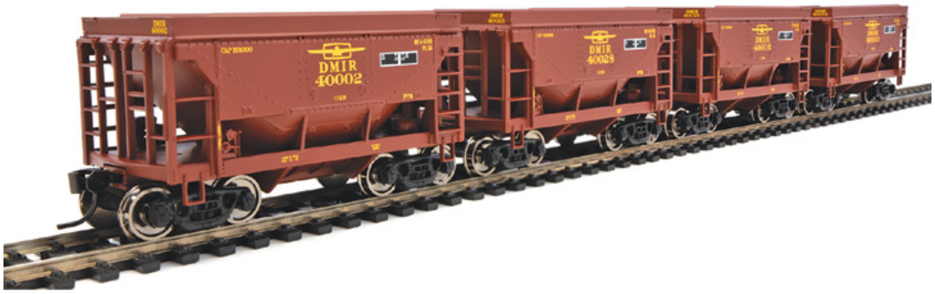
HO — Walthers expects a spring arrival for a large collection of Mainline-series HO-scale caboose offerings. There will be two styles of an International Car Co. caboose in this release. The collection above shows the modern wide-vision with no running boards and no end ladders. The other style is a slightly more narrow cupola caboose possessing rooftop running boards and tall end ladders. The road names cover a wide group of U.S. railroads with multiple road numbers available for each. Several caboose road names match up to recently announced SD9 diesel and taconite car road names coming from Walthers. This fully assembled caboose carries a $44.98 suggested retail price.

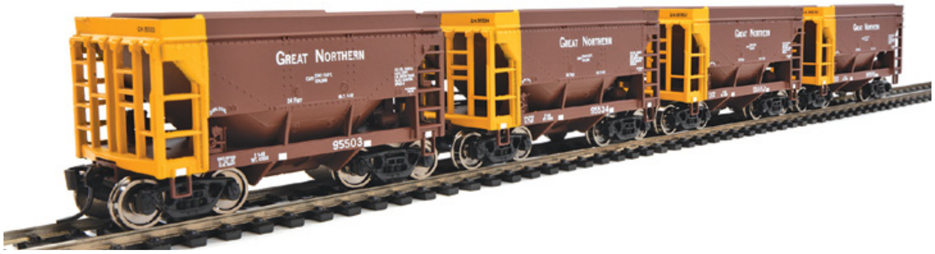
Wm. K. Walthers, Inc., walthers.com


BURLINGTON NORTHERN
P
120
DETROIT & TOLEDO SHORE LINE
ICG 199058
ILLINOIS CENTRAL GULF
NW
518542
GULF MOBILE & OHIO
NS
555538

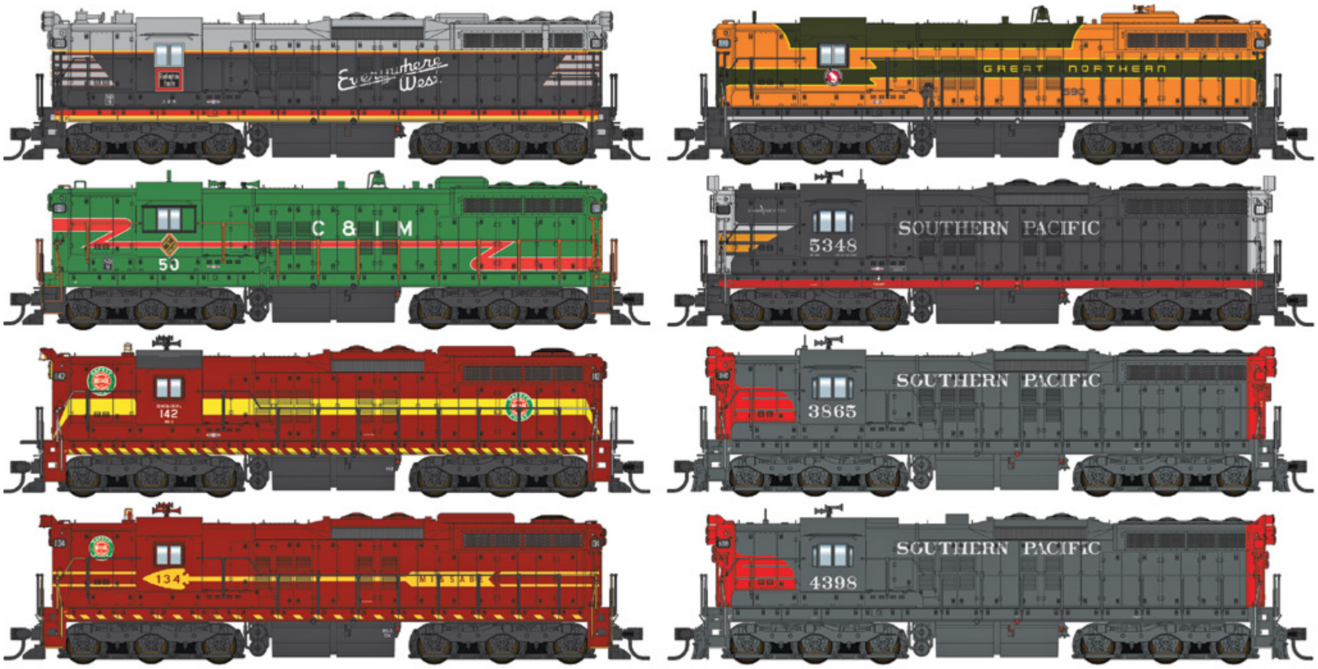
HO — Walthers has several Minnesota Taconite four-car sets (retailing for $109.98) due to release soon. The assembled 24-foot models will come with metal Proto MAX knuckles on the end cars and dummy knuckle couplers will connect intermediate cars in the set. All cars will come with accurate five-foot wheelbase trucks fitted with metal wheels. Road names include Burlington Northern; Duluth, Missabe & Iron Range (with three decoration styles, including the Thunderbird scheme shown on the top at the right); Great Northern (shown below on the right), and The Milwaukee Road.

Wm. K. Walthers, Inc., walthers.com


DMIR
40002
DMIR
40028


GREAT NORTHERN
95503

Next Walthers Proto SD9 production will include late-production and never-before-offered roads



HO — Walthers will have a new production of its Proto-series Electro-Motive Division (EMD) SD9 diesel locomotive HO-scale models available this fall. For this release, you'll have several road names (including some never-before-offered selections) and the less common late-production appearance with 48-inch radiator fans for appropriate roads in this run. The assembled model will come in two formats: standard DC (MSRP: $219.98) and Digital Command Control (DCC)-sound (MSRP: $319.98). Walthers will offer four road numbers per paint scheme (with two numbers for DC and two numbers for DCC). The sound system will be ESU's LokSound 5. The standard DC SD9 mechanism will come with a 21-pin socket for easy conversion to DCC operation.

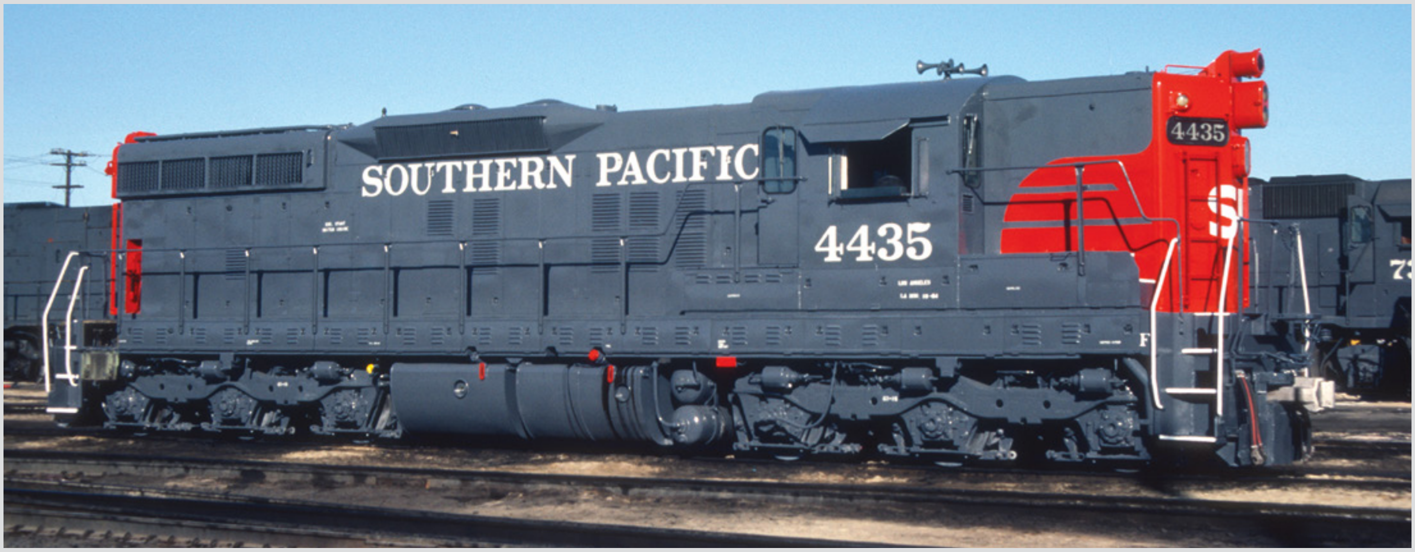
EMD's real SD9s often saw use hauling iron ore and this production's road names favor this with two looks for Duluth, Missabe & Iron Range (solid yellow band with round heralds scheme and arrowhead scheme). Chicago, Burlington & Quincy and Great Northern SD9s also worked ore runs and these two roads are represented with Burlington's early black-and-gray livery and Great Northern's orange-and-green look. Making its first Proto appearance is Chicago & Illinois Midland. This Midwestern regional's SD9 five-unit roster will be nearly reproduced in its entirety with the four road numbers coming for this green with red look that was a slight modification of the as-delivered 1955 appearance that served into the 1970s for this group. The always popular Southern Pacific (SP) will enjoy a trio of SD9 variations, with the early "Black Widow" scheme with accurate "ash can" lights on each end and other road-specific features present on one group; the other two SP SD9s will come in "Bloody Nose" livery with a set matching a 1965 renumbering and a 1970s SD9E rebuilt and renumbered group. This release is due to ship in fall 2023.

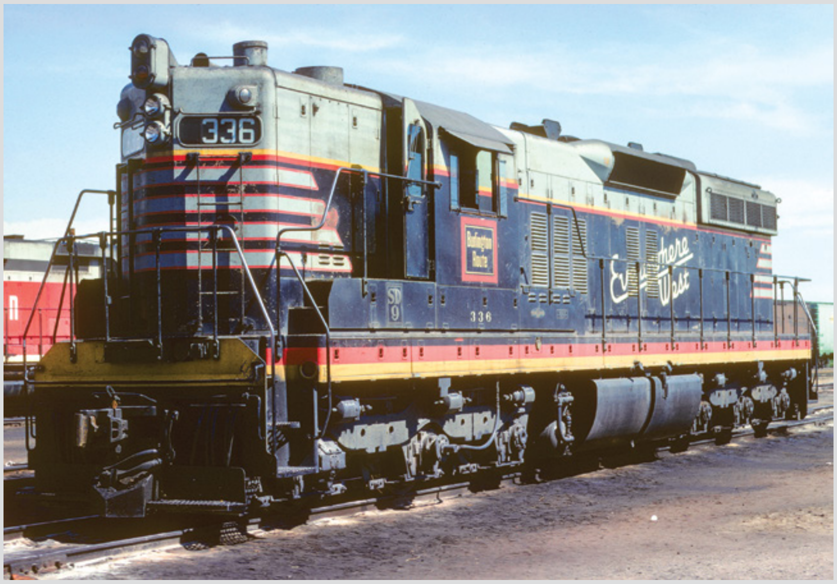
Wm. K. Walthers, Inc., walthers.com

Right: SP 4401 at Cottage Grove, Ore., on October 15, 1986. By this mid-1980s date, this SD9 had enjoyed renumbering (1970s era roster revamp), repainting (Bloody Nose scheme with "SP" up front), and rebuilding (note the box ahead of the dynamics on the long hood roof). Walthers will offer four SD9 models of similar appearance in this coming Proto production of HO models. — *Tom Carlson photo, Kevin EuDaly collection*

4401
SOUTHERN PACIFIC
4401

Turn the page for more SD9s...

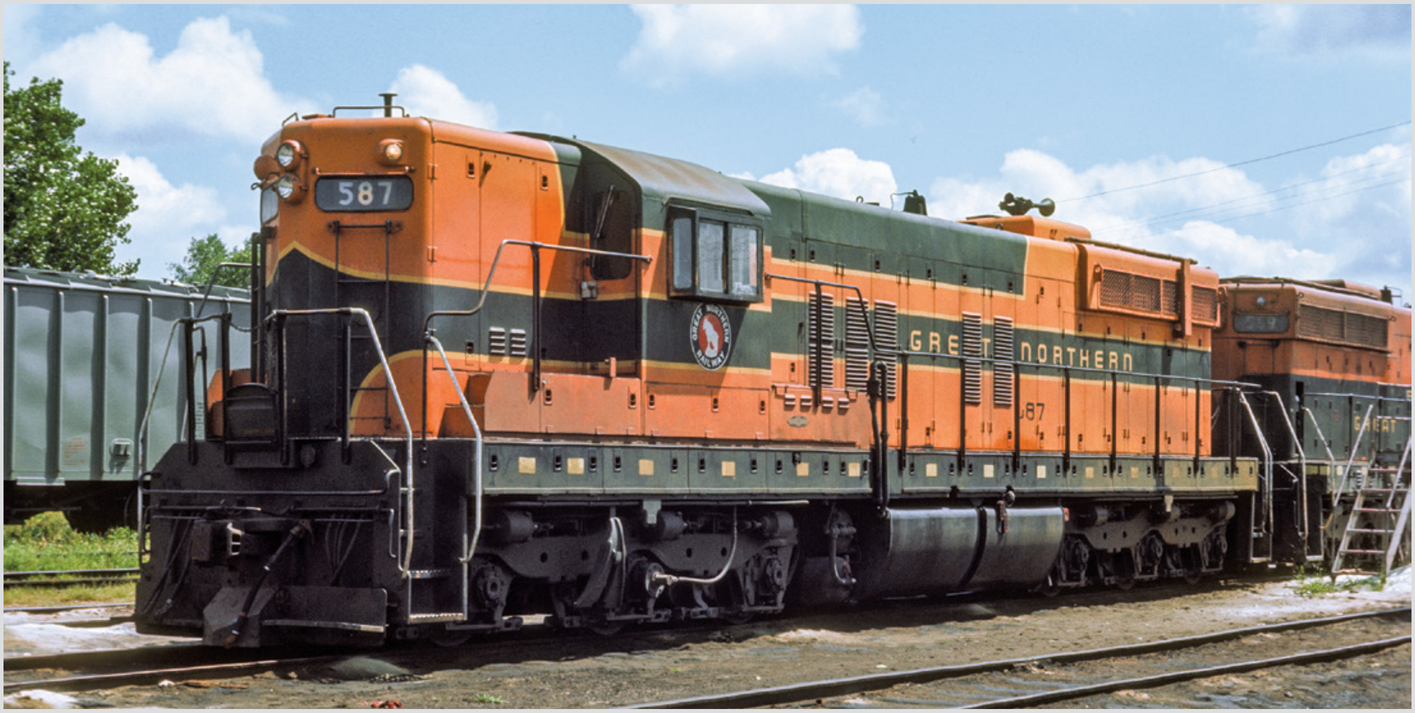




Above: Southern Pacific 4435 at Roseville, Calif., in August 1985. This "Bloody Nose" scheme is one of two SP liveries coming from Walthers Proto. The models will include 1965 renumbering with the light features matching what you see on this SD9. — *Dick Dunsmur photo, Kevin EuDaly collection*

Left: Chicago, Burlington & Quincy 336, at Denver in 1968, shows the early paint scheme and details coming for the four releases from Walthers. — *Stuart J. Sutton photo, Kevin EuDaly collection*

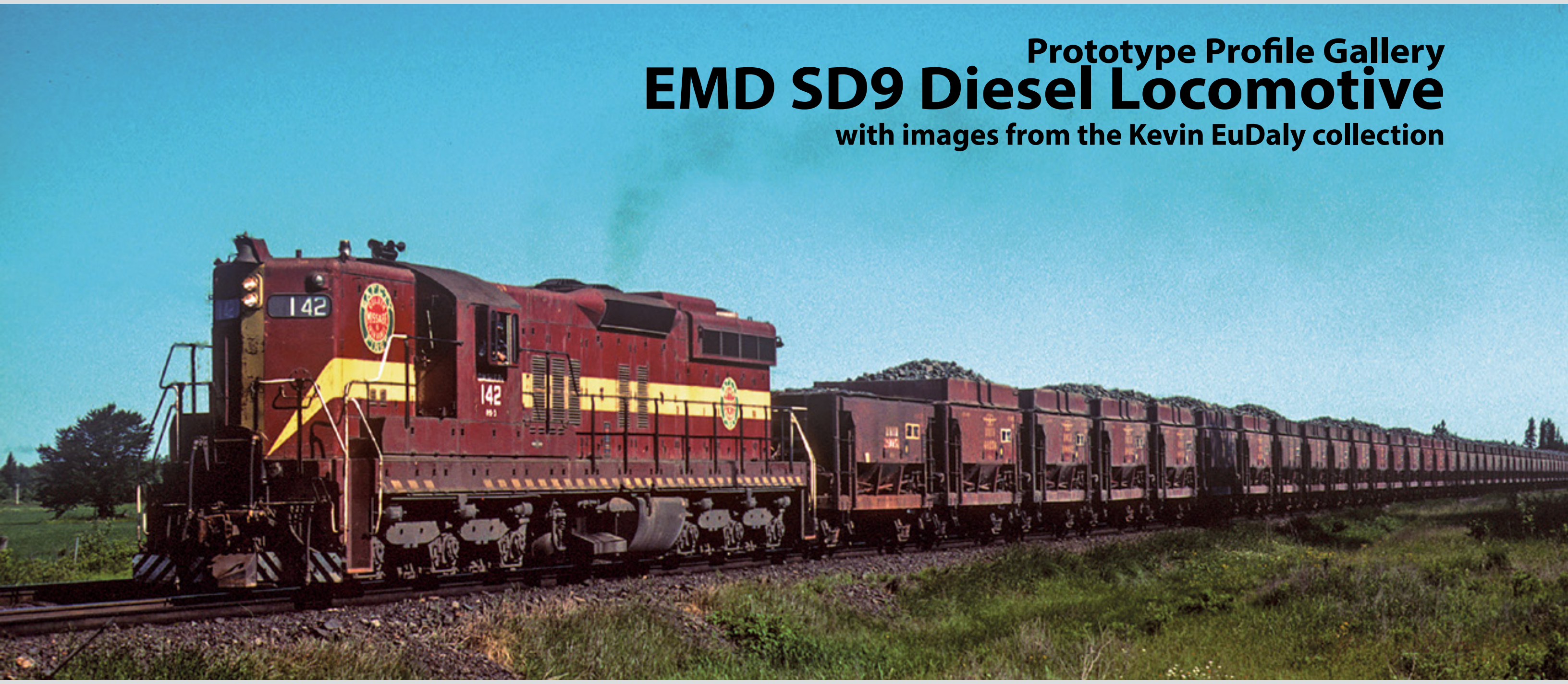
Below: Great Northern 587 in August 1966 shows the orange and green with yellow separation lines scheme coming for the four Walthers Proto releases, which will include details similar to what you see on this example. — *Jim Boyd photo, Kevin EuDaly collection*

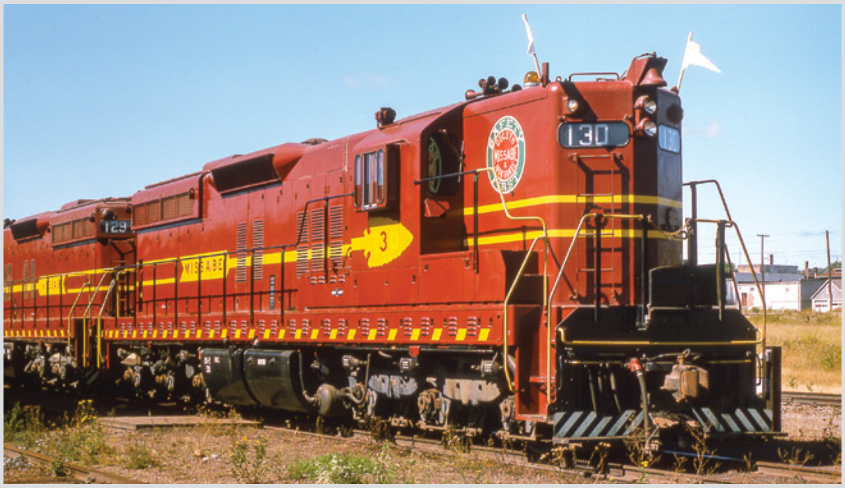


Prototype Profile Gallery

EMD SD9 Diesel Locomotive

with images from the Kevin EuDaly collection

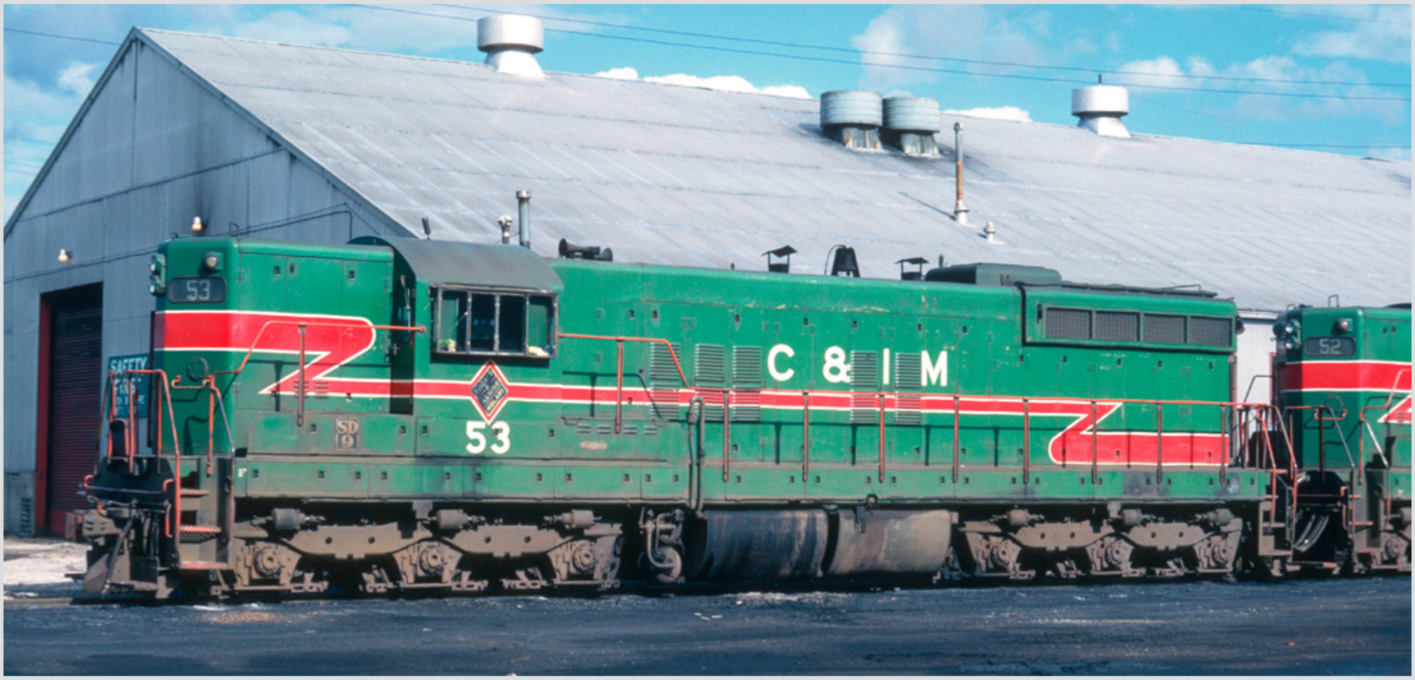




Above: DM&IR 142 at Keenan, Mich., in June 1981. Walthers will offer this scheme and another for this road, as well as several looks for Duluth, Missabe & Iron Range ore cars and a caboose later this year. *— Gene Hetherington photo, Kevin EuDaly collection*

Left: DM&IR 130 at Duluth, Minn., in August 1975. The unit sports white flags, an amber beacon, and note the deflector on the cab vent and labeling on the truck sideframes. *— Gary Hanson photo, Kevin EuDaly collection*

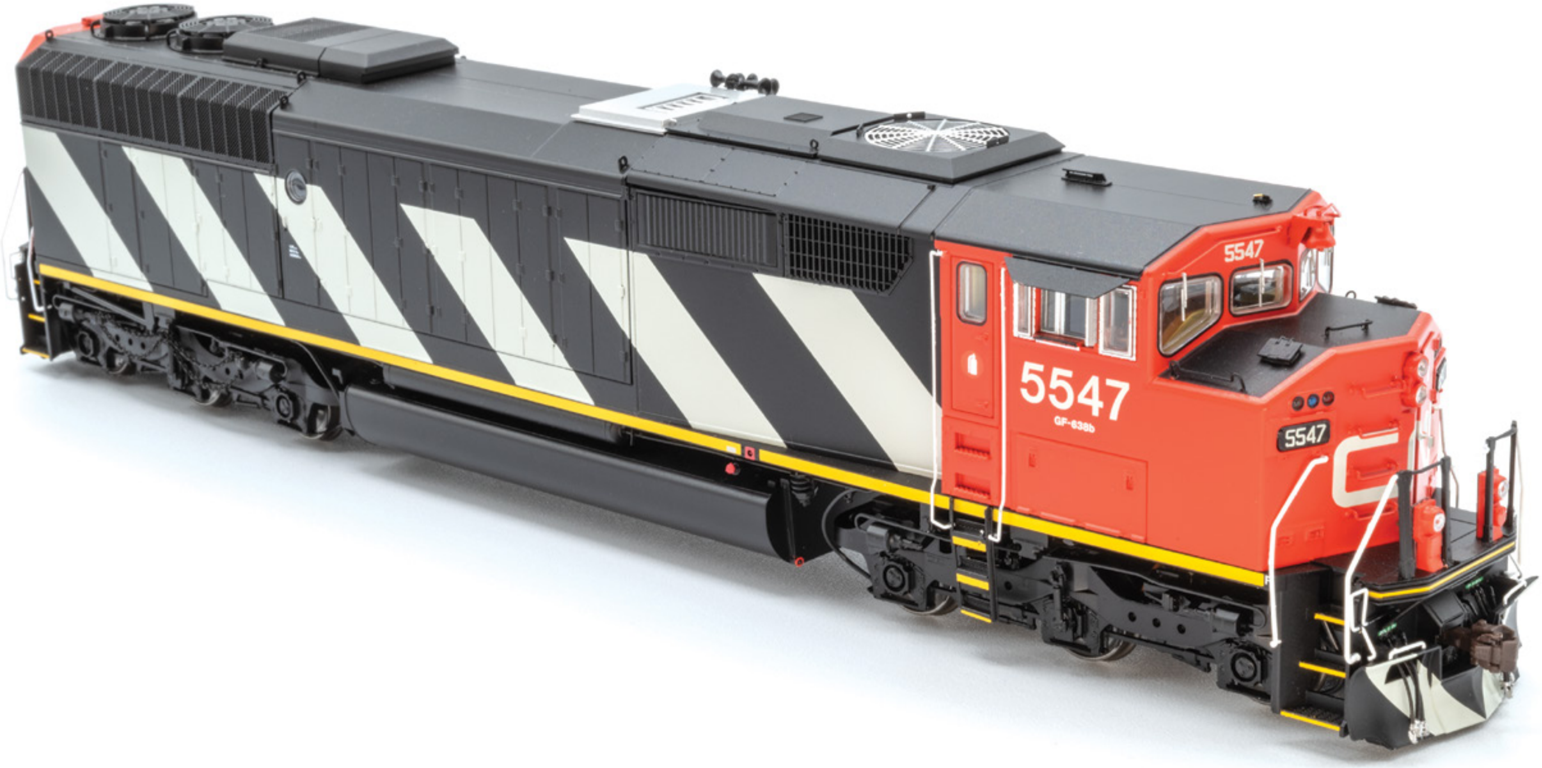
Below: Chicago & Illinois Midland SD9 53 was one of five (50–54) on the road's roster that went into service in late 1955. The road returned to EMD for the follow-up SD18 model, buying a pair (60 and 61) delivered in the early 1960s. *— Owen Leander photo, Kevin EuDaly collection*



Review HO

Draper Taper Locomotive Debut

from Aurora Miniatures in HO scale


5547
5547
GF-838b
5547

Above and Below: Aurora Miniatures is a new name in the hobby. The company arrived in HO-scale North American model railroading with container releases, has a modern boxcar coming, and recently shipped its first diesel locomotive offering: a Canadian-prototype SD60F.

AURORA
MINIATURES
HO 1/87
AURORA MINIATURES
HD01N11D
AURORA MINIATURES COMBINE INNOVATIVE PRODUCT DESIGN WITH CUTTING-EDGE MANUFACTURING TECHNOLOGY TO CREATE ACCURATE AND QUALITY PRODUCTS FOR THE DISCERNING HOBBYIST.

Review by Tony Cook

Aurora Miniatures HO-scale

SD60F diesel locomotive
with DCC and sound
MSRP: $299.99

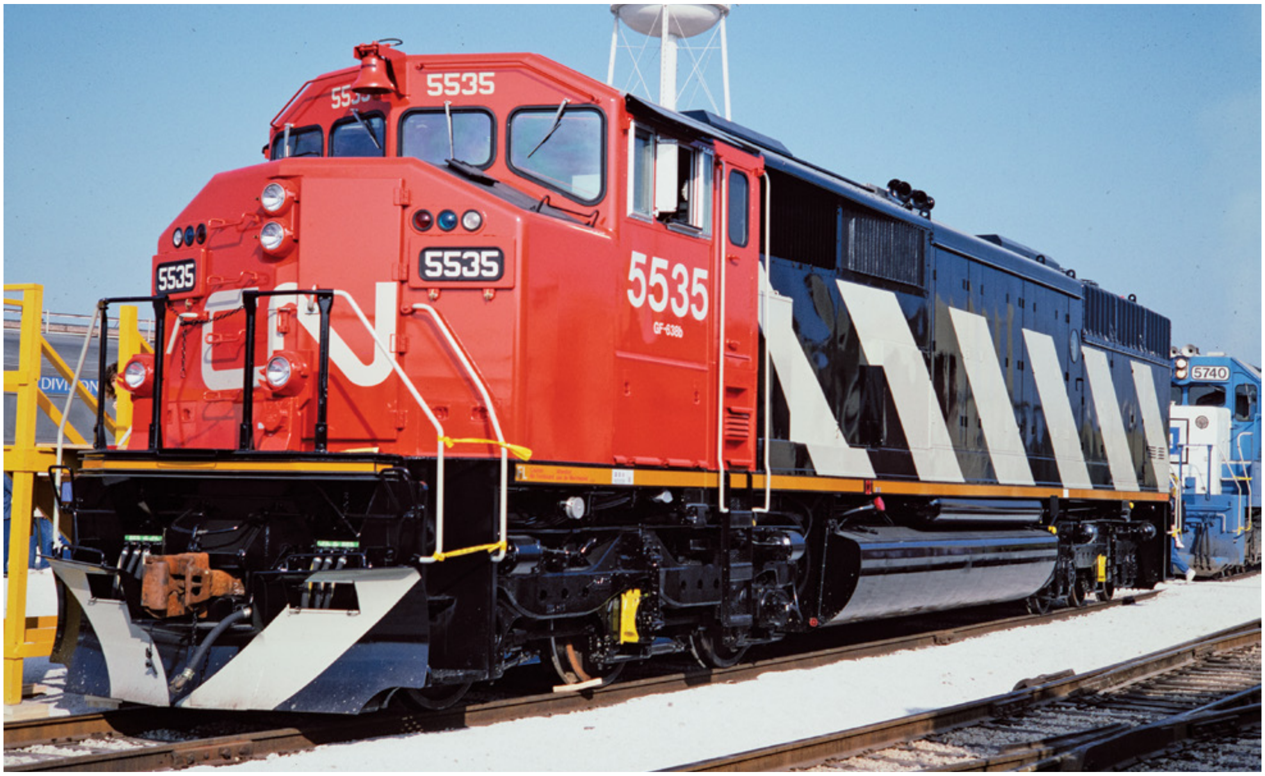
Canadian National 5909
(stripes scheme – as-delivered)
HD01N01D

Canadian National 5547
(stripes scheme – in service)
HD01N08D

Canadian National 5560
(website scheme)
HD01N12D

Canadian National 5537
(North America map scheme)
HD01N11D

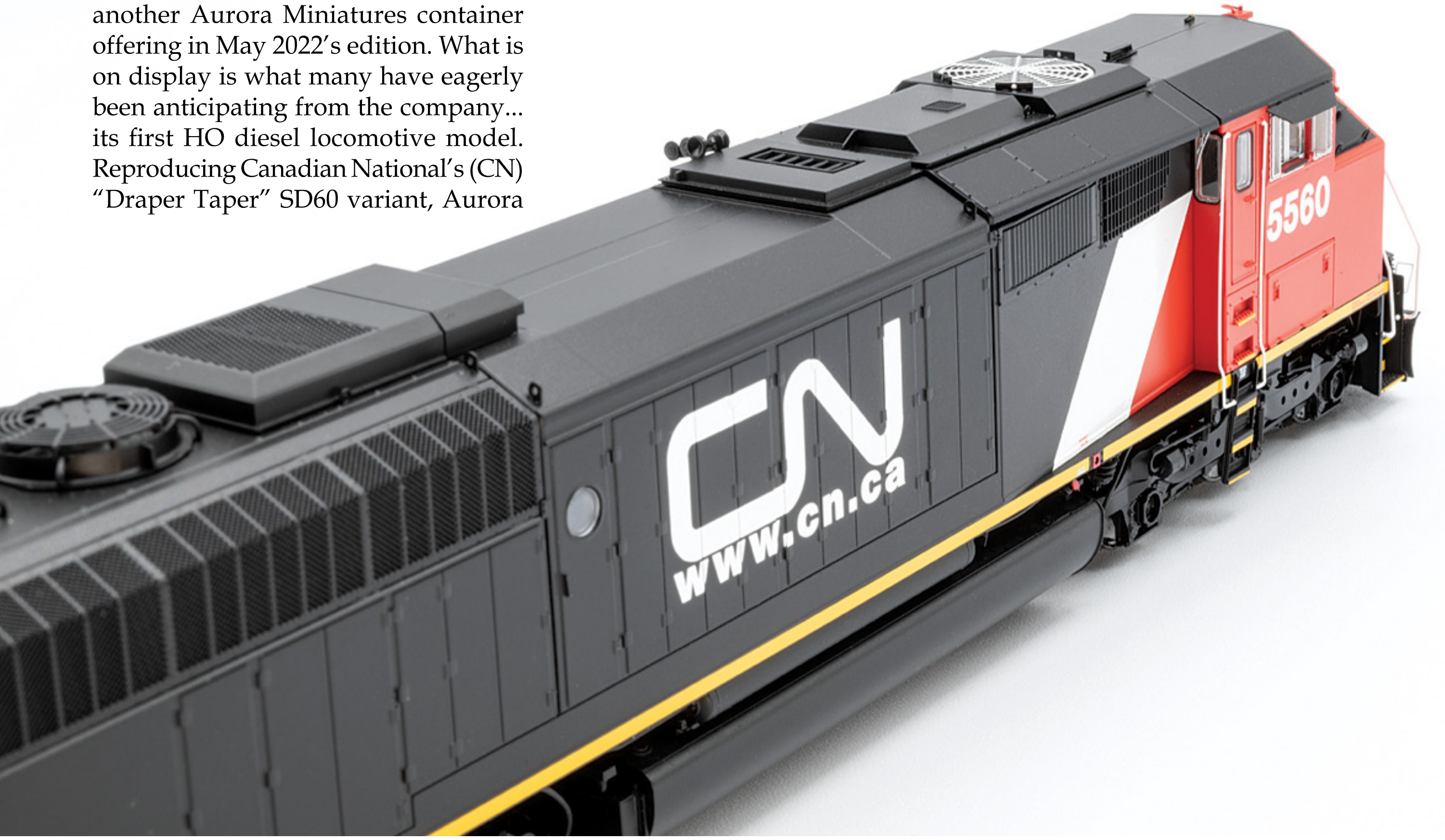
Aurora Miniatures North America
auroraminiatures.com

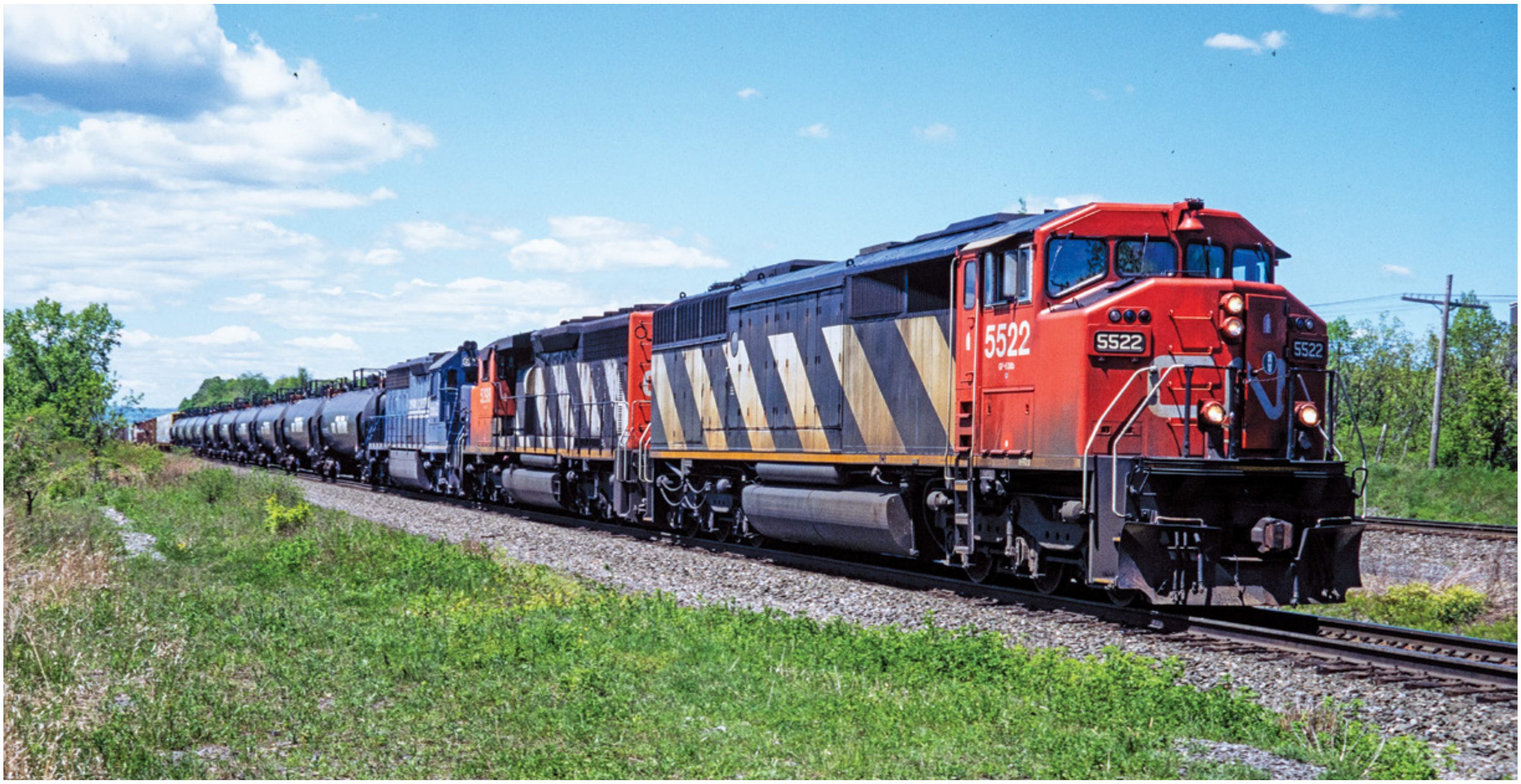


Above: CN 5535 on display at La Grange, Ill., on on September 17, 1989, shows a fresh SD60F that had just rolled off the assembly line. This GF-638b class is the subject of Aurora's new HO effort with its model. — *John Bartley photo Kevin EuDaly photo*

Aurora Miniatures is a recent arrival in the hobby. You read a review of the company's first HO-scale container models in February 2022's *MRN* ("Aurora Miniatures Opens Its Doors"), and took a look at an Otter Valley Railroad-release of another Aurora Miniatures container offering in May 2022's edition. What is on display is what many have eagerly been anticipating from the company... its first HO diesel locomotive model. Reproducing Canadian National's (CN) "Draper Taper" SD60 variant, Aurora

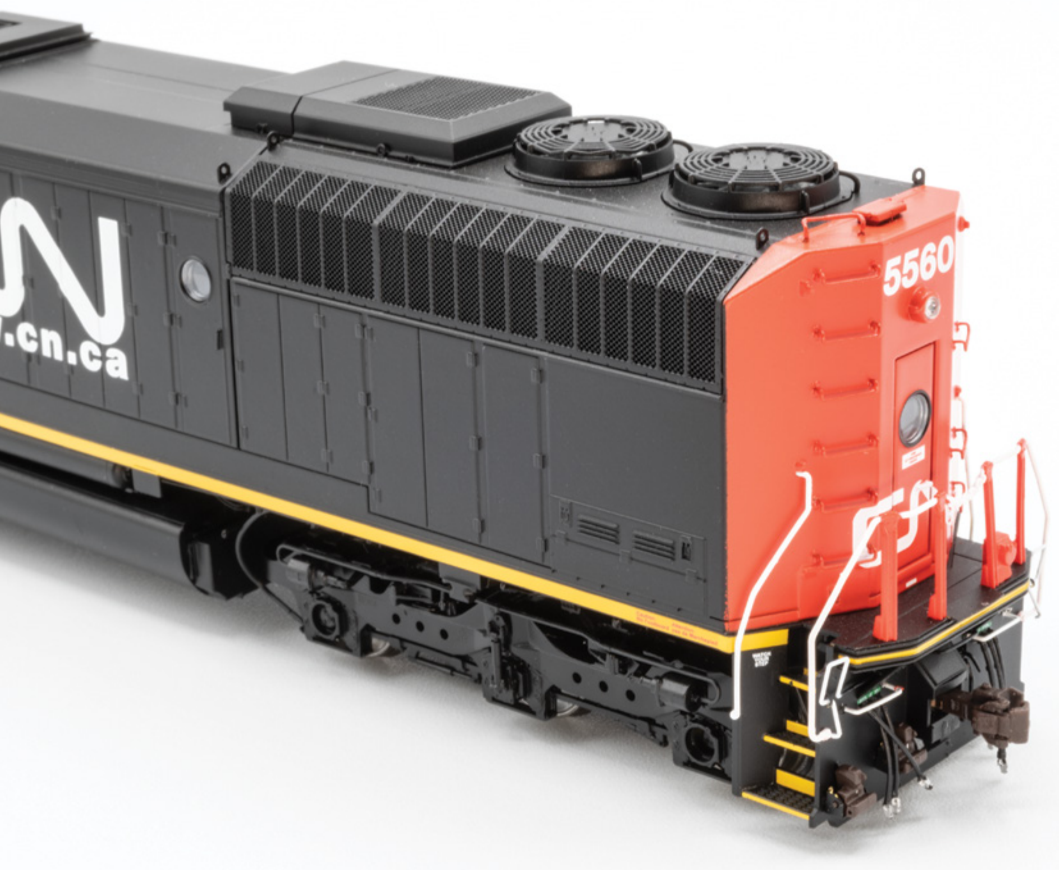
Below: Looking at this going away view of Aurora Miniatures' SD60F, you can see the reason behind this six-axle diesel locomotive's nickname. The curving contour of the cowl body inward behind the cab is the "taper" in "Draper Taper," with Draper coming from the designer's name.





Above: CN 5522 leads Train CNSE on Conrail track at Selkirk, N.Y., on May 27, 1997. CN's SD60F fleet arrived in this striped livery in 1989. — *John Bartley photo, Kevin EuDaly collection*

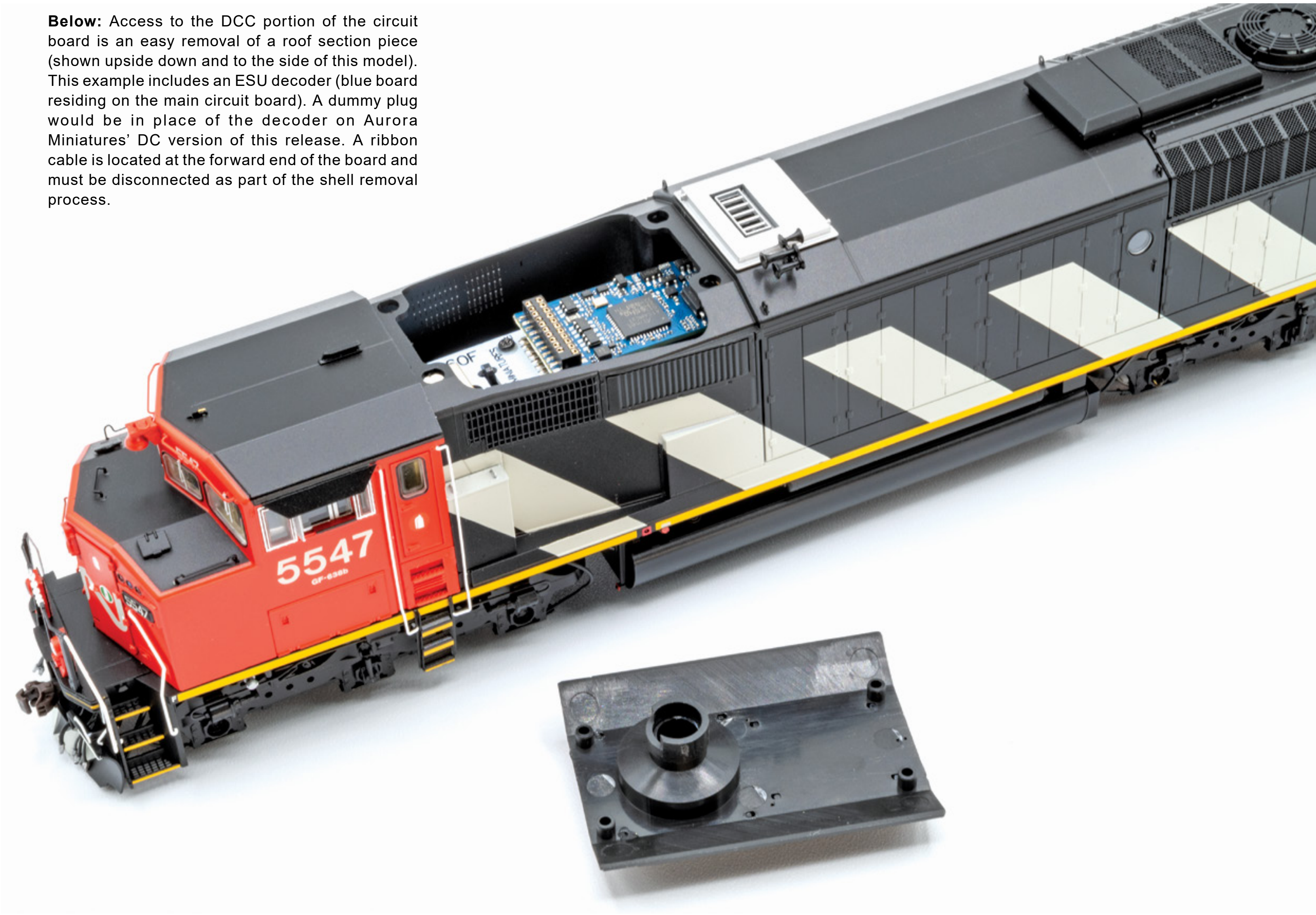
Below: CN 5560 is Aurora Miniatures' SD60F release decorated with the later livery look with black hood featuring a large white "CN" and the road's website address included on the side of the unit.



Miniatures recently shipped its initial production of fully assembled SD60F models. CN was the only railroad to buy this unique six-axle new and they came from General Motors Diesel (GMD). These were not CN's only or first cowl-body or Draper Taper diesels. In addition to GMD, this road-developed design was implemented by Bombardier and General Electric for various locomotives beginning in the 1980s and beyond. This model is the first plastic effort in HO scale of the SD60F.

The 5500-series units begin with a mid-1980-built group (CN 5500–5503) that made up CN's GF-638a class and was a hybrid of sorts featuring an SD50F body with the then-new 16-710G3A prime mover (that would be a standard in the successor SD60 series). Beginning with the 1989 delivery of CN 5504 (GMD order C480 and serial numbers A4709 thru A4800), the road's GF-638b class of true SD60F locomotives arrived. This group (5504–5563) saw its last members retired from CN service about five years ago. Examples of SD60Fs have enjoyed second careers with other owners.

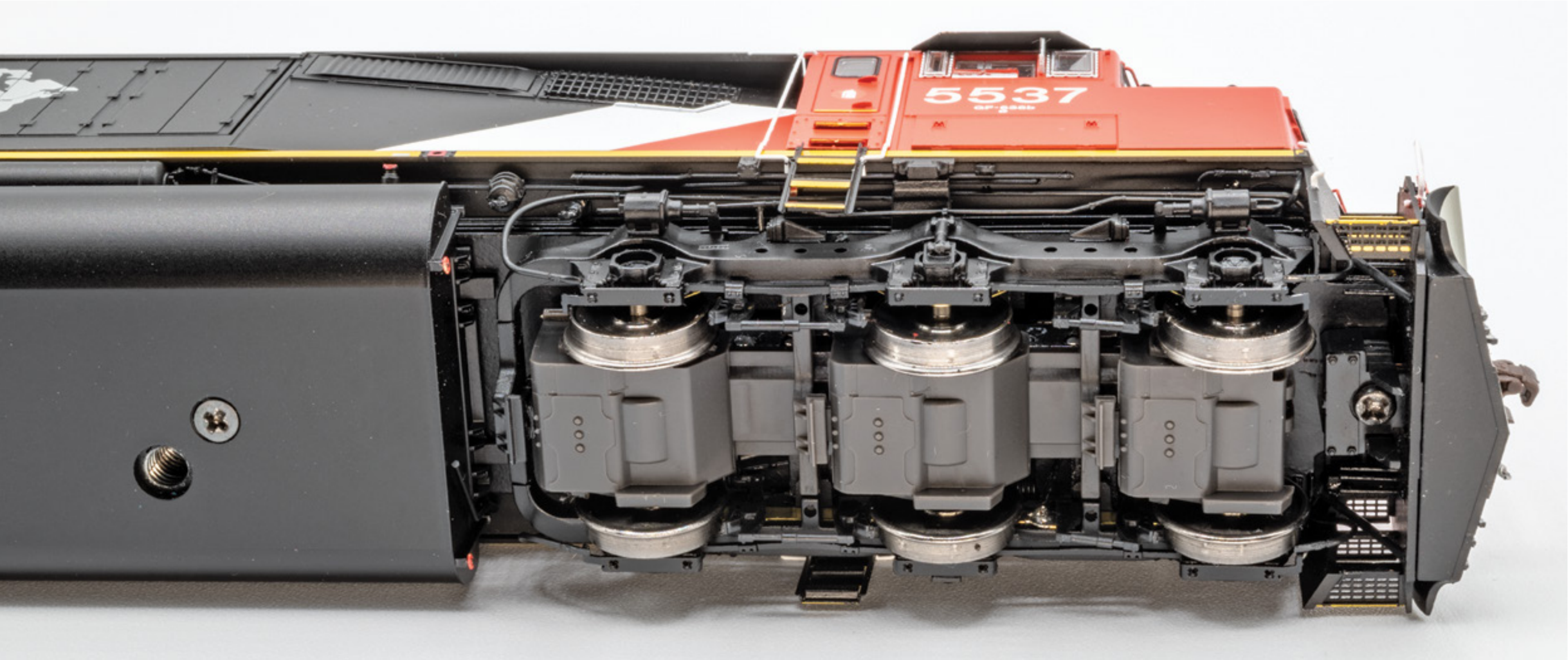
For its first production, Aurora Miniatures covers a range of CN liveries with three models offering the as-delivered



Below: Access to the DCC portion of the circuit board is an easy removal of a roof section piece (shown upside down and to the side of this model). This example includes an ESU decoder (blue board residing on the main circuit board). A dummy plug would be in place of the decoder on Aurora Miniatures' DC version of this release. A ribbon cable is located at the forward end of the board and must be disconnected as part of the shell removal process.

appearance (5509, 5535, and 5542); the stripes scheme with some added labels makes up a group of "in service" offerings (5504, 5511, 5519, 5526, 5547, 5555, and 5558). Finally, Aurora reproduced two later CN decorations with one road number each... the North America map look on CN 5537 and the later version livery with website address under the "CN" logo for CN 5560.

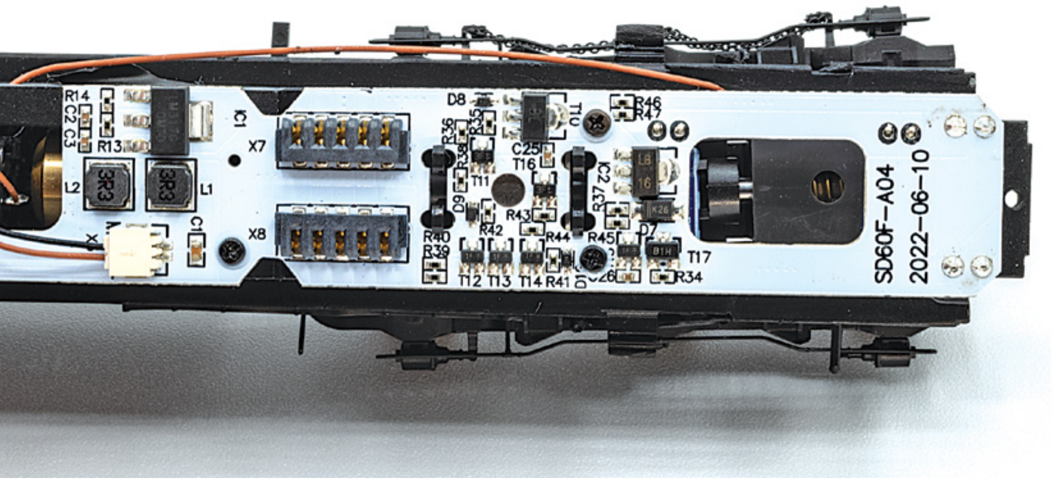
Given this is a new locomotive model for HO and from a new company, there has been a great deal of attention and focus on this effort. Comments I've read were generally favorable regarding the look, with some mixed feedback on the performance. Aurora Miniatures, to its credit, got out ahead of the performance concerns and issued a statement about possible gear issues in the axle area of the model. The company stated, "We've been made aware that a select number of HO SD60Fs do not operate smoothly at medium to medium-high speeds." The message added that the truck's gear tower design may be the culprit. Aurora Miniatures supplied three samples for this review and I purchased one SD60F from Lombard Hobbies (lombardhobbies.com); they served as my test subjects. I found the low-end crawl was very good on these locomotives and quite smooth. See James Wright's JLWII2000 (youtube.com/@jlwii2000) YouTube video review for a confirmation on what I observed for slow speed performance. The issue is noted as affecting mid-range speed but, focusing there, I did not detect significant stutter or rough running on the samples I examined. I ran these models individually and lashed them together in pairs and all four and had no problems. Lighting is provided by LED and these functions (which include the ability to rotate through color options on the class lights), along with sound (provided by ESU's popular LokSound system), worked fine for me. The most talked about feature is this model's rotating fan blades, inside the three radiator fan housings on the back end of the long hood. This is often stated as a first-time feature and it is and isn't (there have been models with turning blades), though offering this as a DCC-controlled feature seems to be innovative. I found performance was solid on this spinning blade feature and though I did observe the mechanism accomplishing this made some noise, I didn't find it distracting (as some reviewers have commented). This is a fun effect and one I feel confident we will be seeing more of in the future. The appearance of the plastic body shell was excellent, comparable with what is expected of higher end releases in this price point. The trucks include rotating bearings with Aurora including a sprue with backup caps... I was surprised that none of the samples (nor



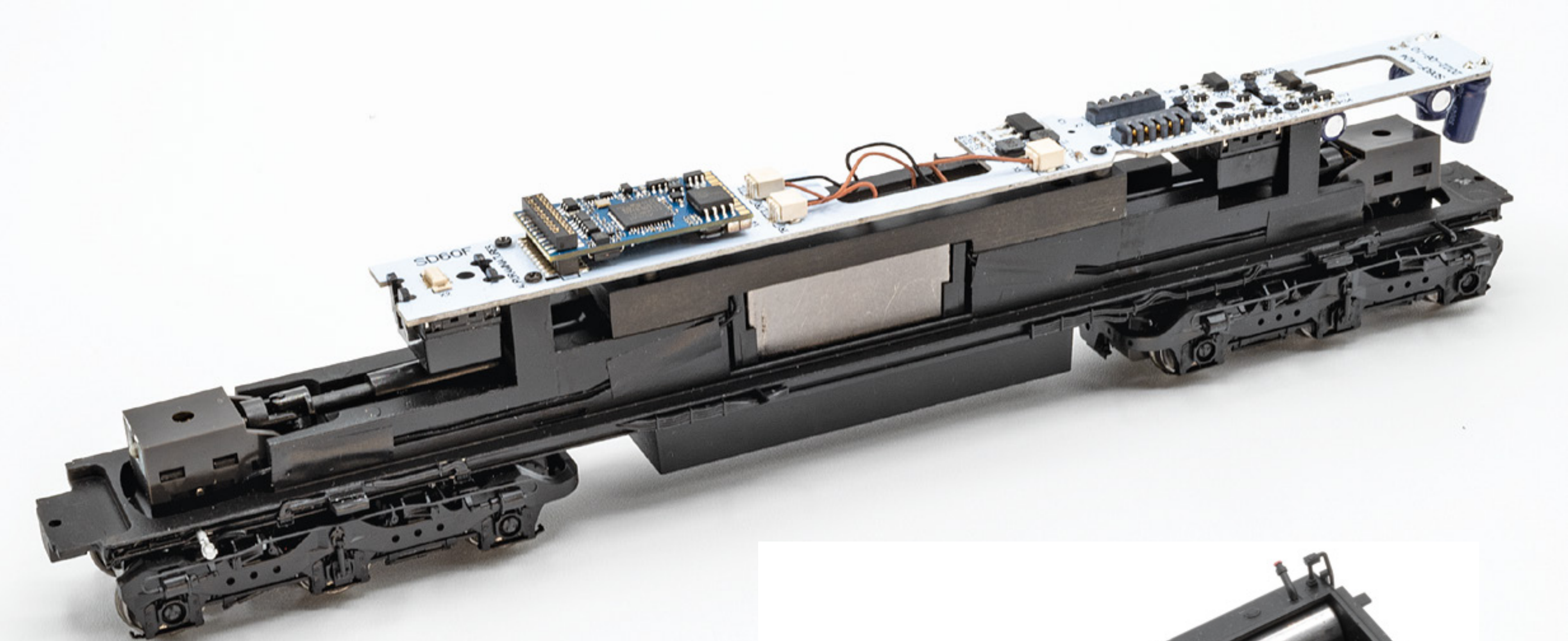
Above: The truck design is a point of interest for many on this release. The *MRN* team was impressed by the look of the underside of the trucks with the depth and detail of the traction motors. This is much different than many models and an area often ignored with respect to prototypical appearance.

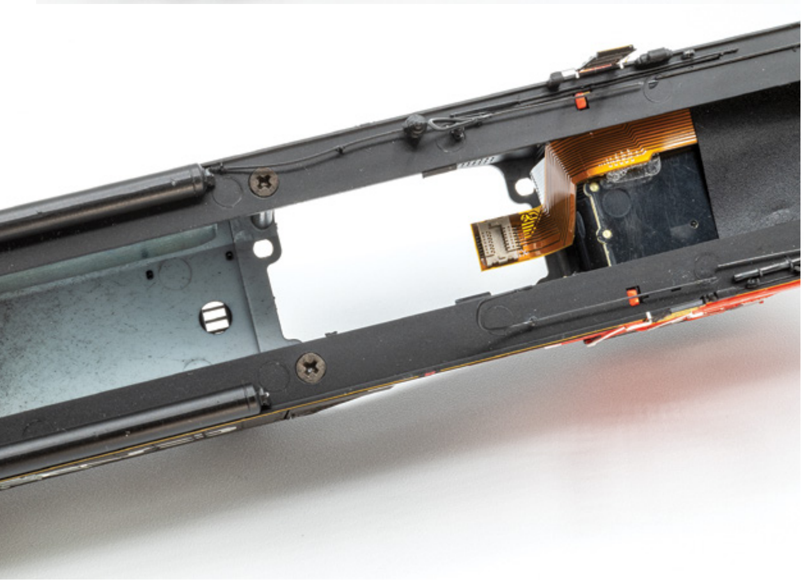
Right: These are the "AuroraJanney" knuckle couplers provided with this SD60F diesel locomotive model. Made of plastic (molded in a brown hue), these are similar in size to scale-head variety knuckle couplers on the market. I found they worked well and possessed a good appearance. I've seen comments from some saying they are a tad low by NMRA standards, but my examination found them within specs for acceptability.

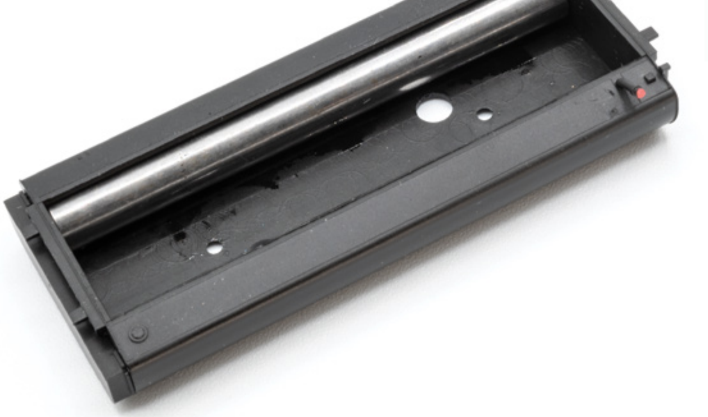
Below: This is the rear half of the circuit board on this SD60F. The two connector pads (to the right of X7 and X8 labeling) mate up with the fan drive mechanism in the upper back end of the shell.



my purchased SD60F) had any missing and after an afternoon of running, these locomotives all remained intact... nice! After unboxing four of these SD60Fs, I had a few orphaned detail parts on my workbench. There are struts behind the pilots and I had a few of these thin black plastic rods dislodged. Aurora did issue a note to customers on this concern. The only other issue I had was a cab shade that came off one model. Compared to other high-end releases, this is fairly typical and a bit of a downside to any and all contemporary efforts with this level of detail. (I never had to worry much about a TYCO F-unit having parts fall off... there almost weren't any parts!) Obviously, you can see into the radiator fans (as they have those







Above and Below: Aurora's shell weighs 5.2 ounces (the entire model weighs 21.5 ounces). The mechanism to run the operating radiator fan blades resides up in the shell; however, that is not what adds the heft to the shell. Inside and above the fuel tank area, the shell has two thin metal slab weights against the interior wall. In addition, Aurora adds two cylinder weights (shown above) in the plastic tank section to boost the model's overall weight.

By-The-Numbers

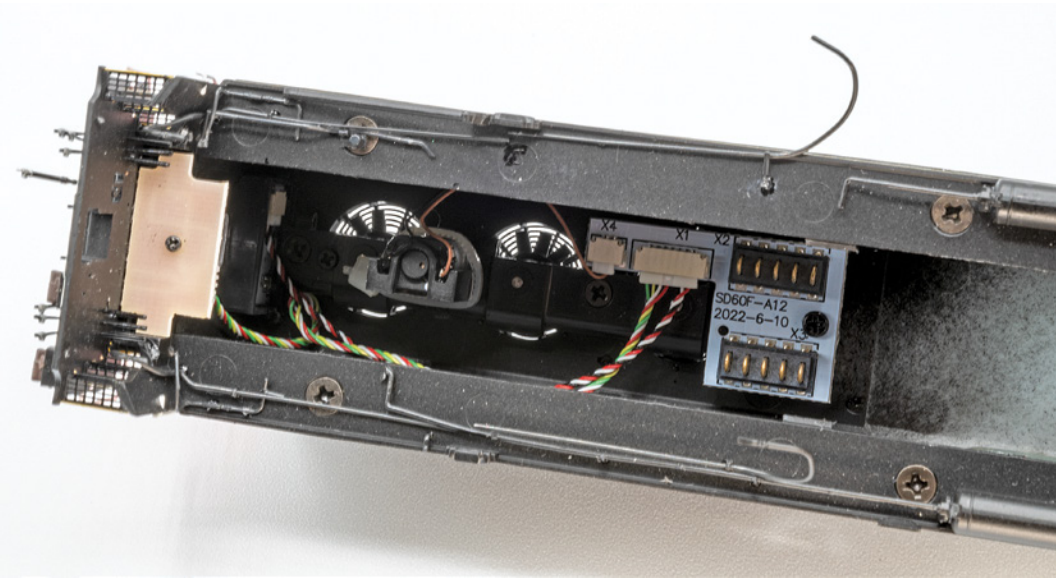
SD60F
Aurora Miniatures
HO 1:87 • Type: Diesel Locomotive

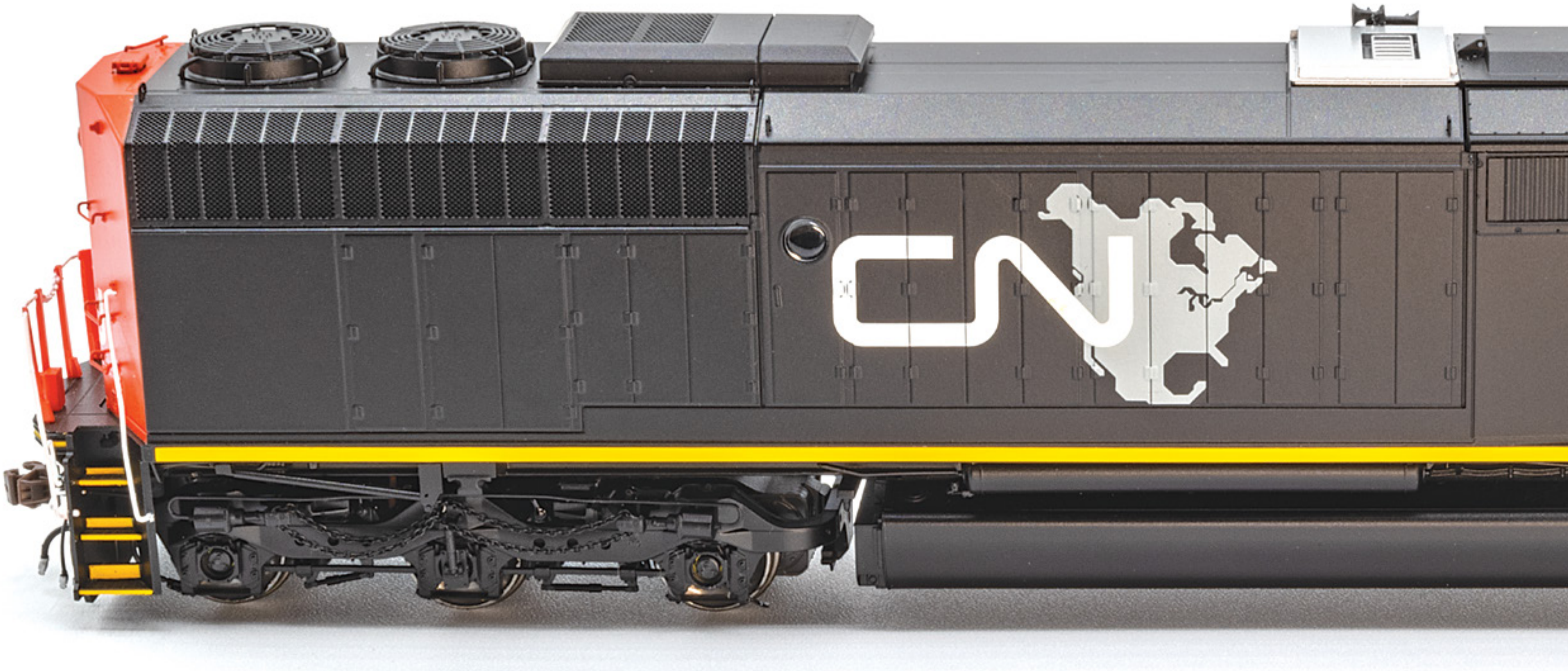
Pull Power (Ozs @ Full Slip)

Pull ÷	Loco Wt =	Efficiency
3.7	21.5	17.2%

DCC

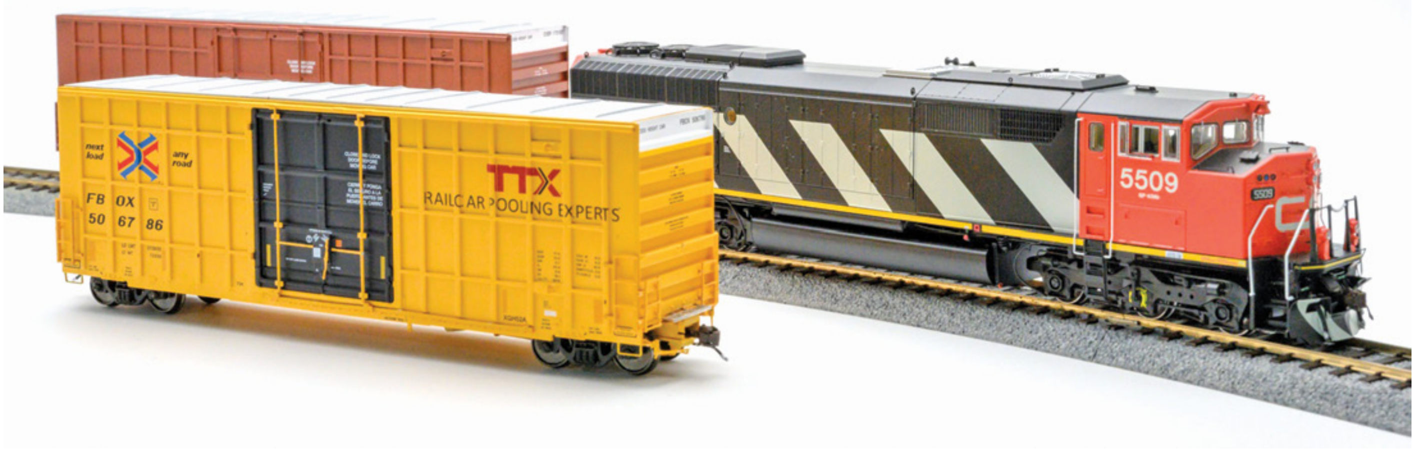
Throttle Setting	Scale MPH
Min	0.4
Mid	32.5
Top	62.0



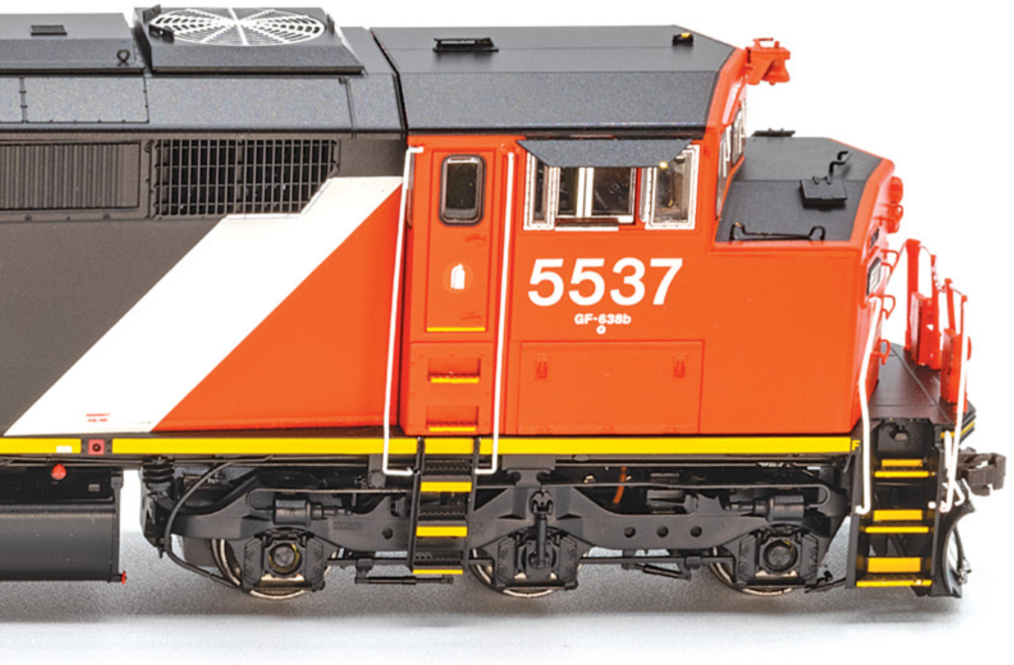


turning blades). The air intake up front (near the Draper Taper narrowing of the hood) and the upper side radiator grilles on the rear of the long hood are see-through areas that enhance this release. The lift rings, grab irons, sand filler hatches, MU connectors, and pilot details are separate and made of a mix of plastic and wire. Handrail sections on the front and rear are made of thin, flexible plastic. The frame includes ample piping and conduit detail. The brake chain on the rear truck is metal and not connected to the upper body shell (thus a non-issue in the shell removal process). There is cab detail provided; however, as I inspected the inside of the shell it looked like it might be a challenge to easily access the cab interior to add paint decoration or figures.

I like the rotating bearing feature (on both locomotives and rolling stock), but get bugged by the frequent disappearance of this fragile detail. A manual provided with this release is a foldout sheet with general care tips, an explanation on how to remove the shell, and DCC functions (that cool fan blade action is controlled by F11).



Left and Above: Aurora Miniatures is a recent name in the hobby, but the company has been active in China since 2017 (founded as Shenzhen Valeo-Vista Mechatronics & Technology Co., Ltd.). The company produces models for others in addition to creating products for its own catalog. In North America, the Chinese-based company has a small product development team working on models for North American interests in HO and N scales. The first releases in China (like the blue locomotive on the left) first arrived in that country in 2021. More releases are coming for North America in 2023 (including the high-cube boxcar shown above with the line's HO-scale SD60F diesel locomotive).

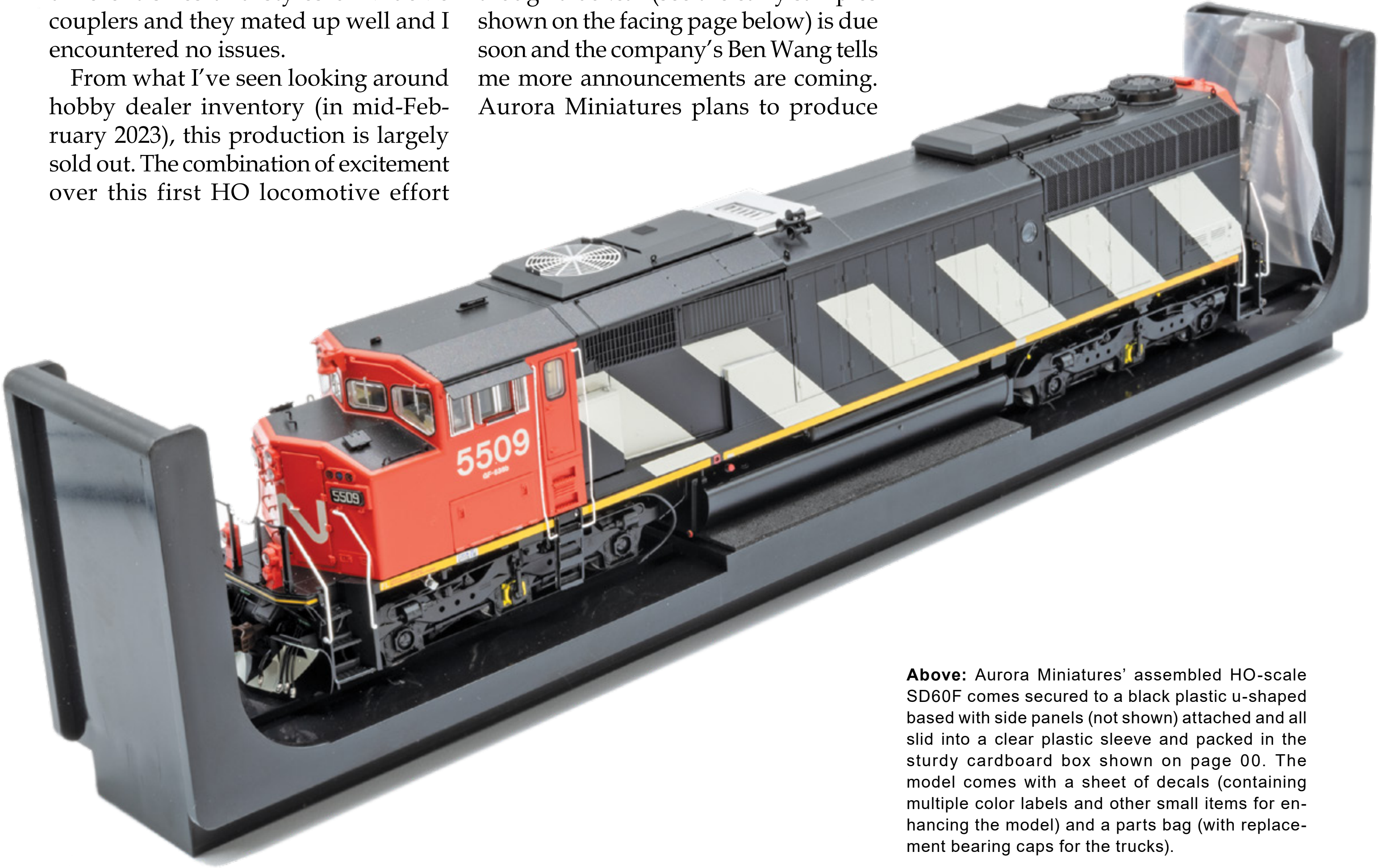


Canadian National
General Motors Diesel
SD60F Diesel Locomotives
Class GF-638b
5504–5563 (1989)

Left: This is a good-looking release and appears to demonstrate that Aurora Miniatures brought its "good game" with this diesel locomotive effort. It looks to be a solid competitor with higher-end products produced in HO scale. CN 5537 is the single SD60F decorated with the North American map version of the famous "wet noodle" CN image produced in this Aurora Miniatures run.

I saw a comment that coupler height was low, checked these samples, and will call them to be within the desired range. I ran these SD60Fs, which comes with Aurora's own plastic coupler, with a variety of HO rolling stock with different sizes and styles of knuckle couplers and they mated up well and I encountered no issues.

From what I've seen looking around hobby dealer inventory (in mid-February 2023), this production is largely sold out. The combination of excitement over this first HO locomotive effort from Aurora Miniatures and a large community of Canadian-prototype modelers and collectors seems to have quickly exhausted the supply. There is currently no second production announced by Aurora Miniatures, though a boxcar (see the early samples shown on the facing page below) is due soon and the company's Ben Wang tells me more announcements are coming. Aurora Miniatures plans to produce in HO General Electric's six-axle Dash 7 series (see announcement in January 2022's *MRN*). I give very solid marks to this initial HO locomotive and look forward to more from Aurora Miniatures in the future. MRN

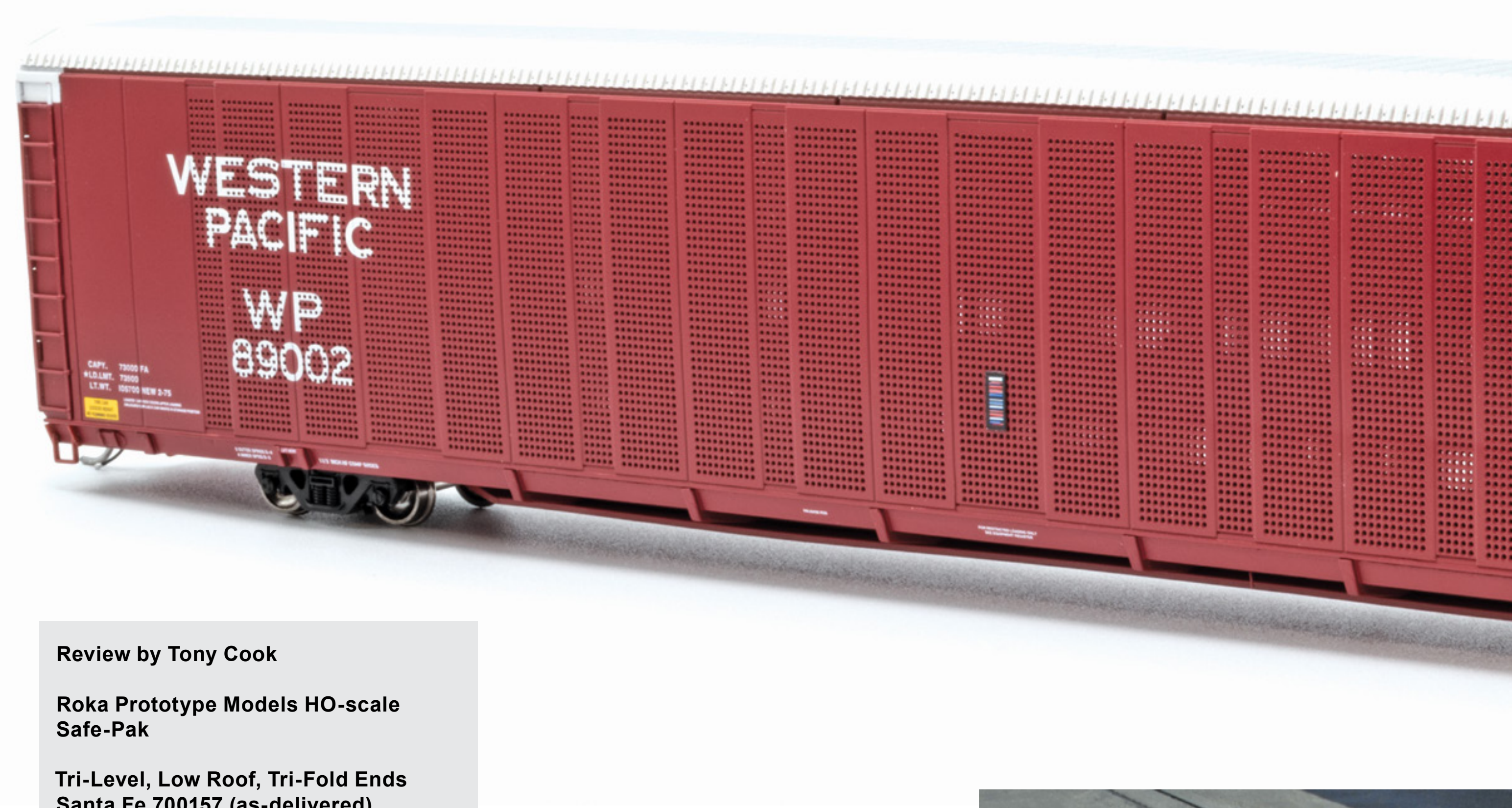


Above: Aurora Miniatures' assembled HO-scale SD60F comes secured to a black plastic u-shaped based with side panels (not shown) attached and all slid into a clear plastic sleeve and packed in the sturdy cardboard box shown on page 00. The model comes with a sheet of decals (containing multiple color labels and other small items for enhancing the model) and a parts bag (with replacement bearing caps for the trucks).

Review HO

Innovative Auto Carrier

Roka Prototype Models debuts with Safe-Pak



Review by Tony Cook

Roka Prototype Models HO-scale Safe-Pak

Tri-Level, Low Roof, Tri-Fold Ends
Santa Fe 700157 (as-delivered)
Union Pacific 800005
Western Pacific 89002

Tri-Level, No Roof, No End Doors
Florida East Coast 2304

MSRP: $109.95

Roka Prototype Models
rokamodels.com

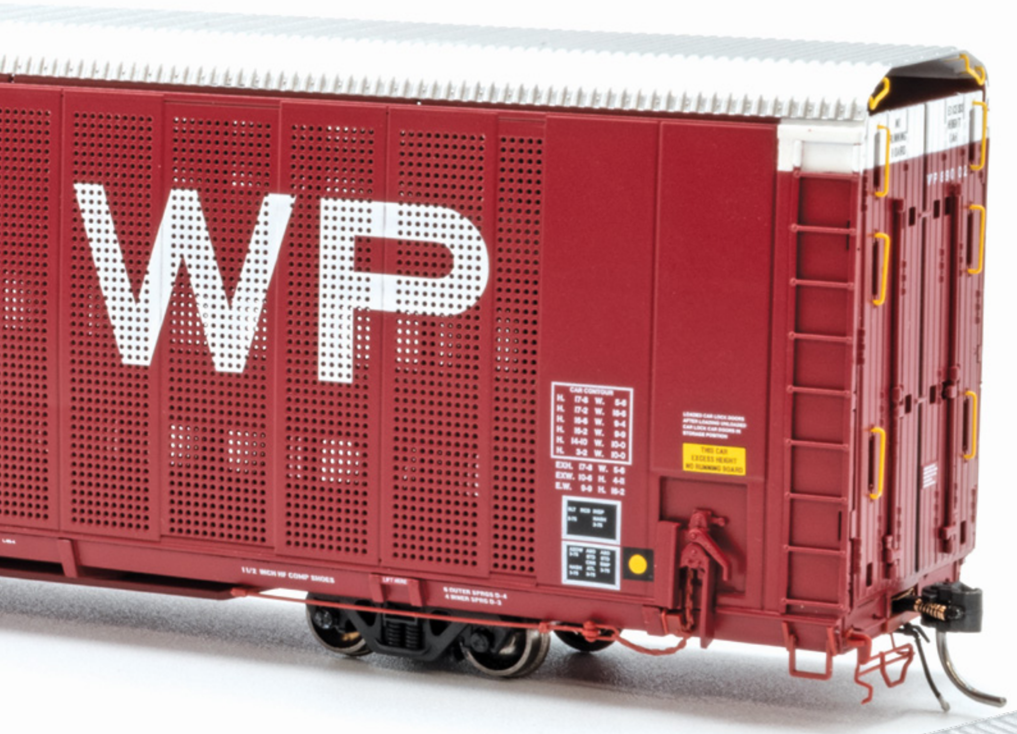
Above: The look of rolling stock employed for the delivery of vehicles by rail began changing in the 1970s. This Safe-Pak design was a trendsetter in North American railroading. New hobby name Roka Prototype Models makes this interesting prototype its introductory release in HO. This finely detailed reproduction combines plastic and metal (as shown in the component view at right provided by Roka Prototype Models) to bring the Safe-Pak to HO with a fully assembled model in several styles and road names.

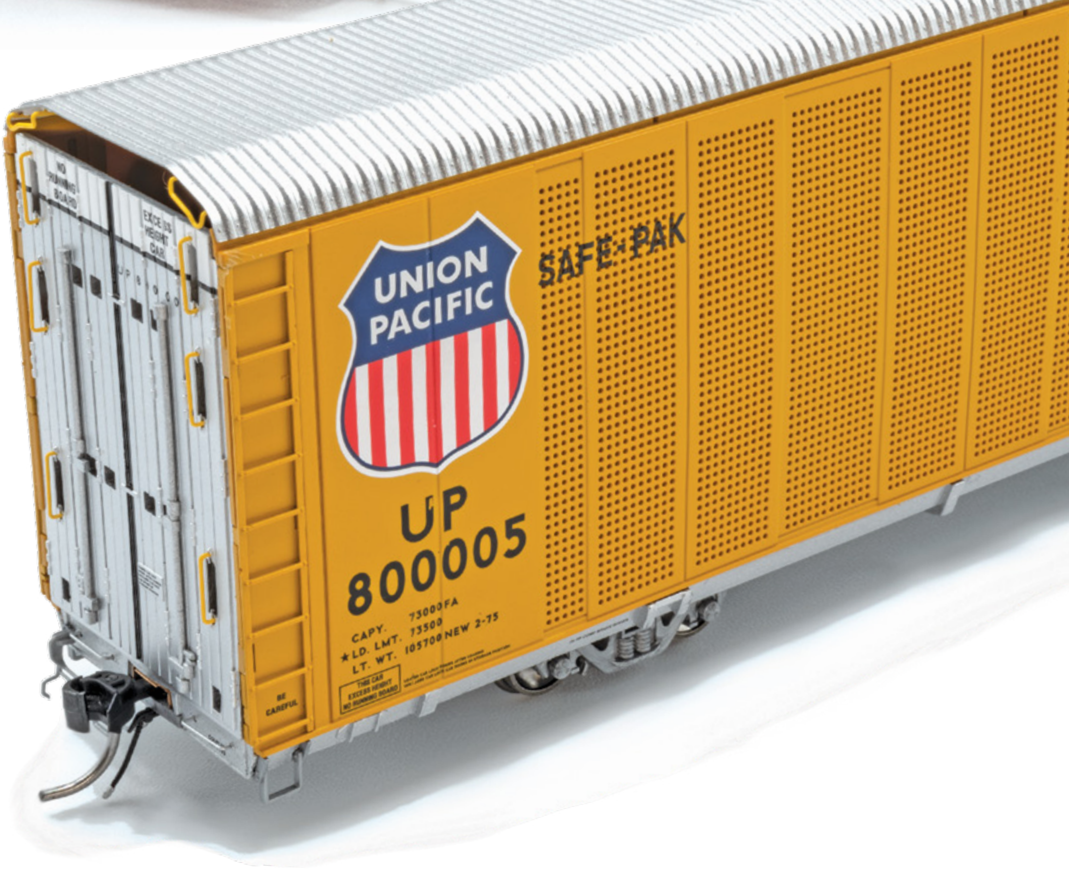
A new hobby name arrived at the beginning of 2023 and immediately delivered its first release. The company is Roka Prototype Models and the offering is a big one... the 1970s era Safe-Pak vehicle carrier in HO scale. Though the Roka name is new, its founder is Bob Stears and this model was previously announced by this publication as coming from American Limited (which Mr. Stears was formerly associated with). With a desire to focus on fully assembled offerings, this new company launches with an interesting prototype as the subject of its debut release.

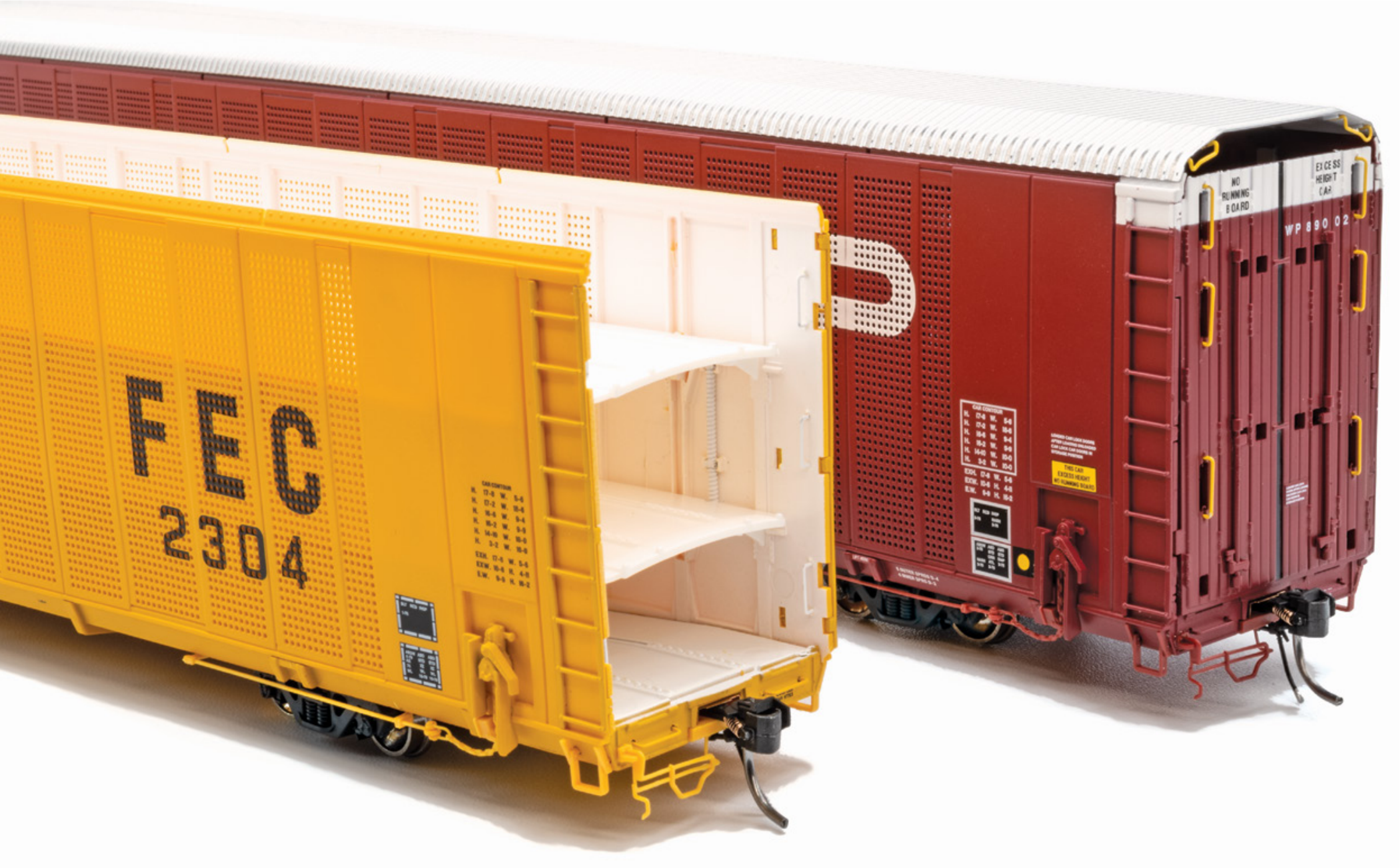
Railroads carried vehicles for decades in boxcars and on flatcars, but the long autorack freight car of today didn't exist in North American railroading until around 1960. A decade later, the desire to better protect the precious cargo from the elements and vandalism during transport led to developments of adding panels to the sides of open autoracks and, later, end doors and overhead enclosures. One of the first fully enclosed autoracks was this Safe-Pak car. Introduced about 50 years ago, this was an innovative

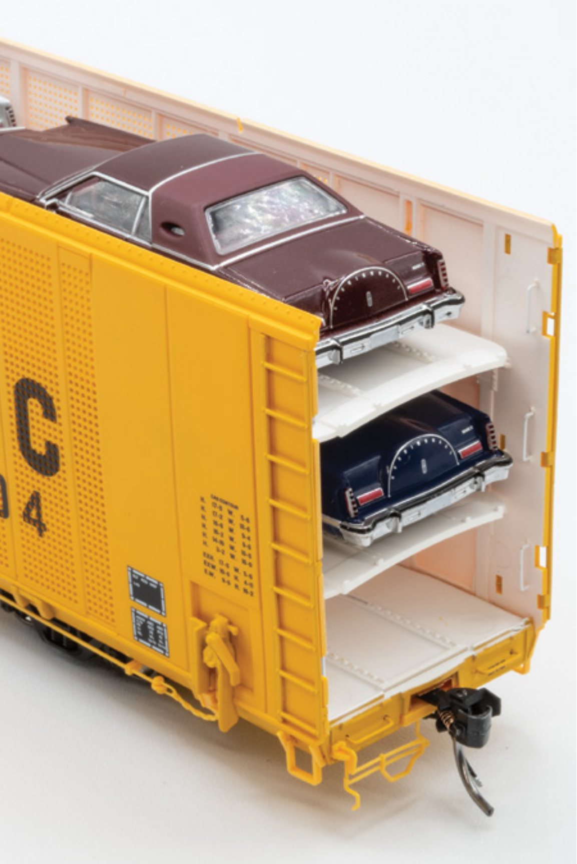
Below: Roka Prototype Models delivers what previously was only an uncommon brass import for HO model railroading enthusiasts. Western Pacific and Union Pacific Safe-Pak models include a covered low roof and tri-fold end doors. This release includes several variations that reproduce different roof and end configurations. The detailed end doors include separately applied grab irons. The body-mounted couplers are Kadee No. 5 metal knuckles. The trucks include rotating bearings on the sideframes.

answer to bringing those classic 1970s vehicles to dealers with reduced damage. Delivered in late 1974 and early 1975, the first Safe-Pak cars came from Whitehead & Kales (a company that also built autorack superstructures for existing flatcars). The Safe-Pak fleet of bi- and tri-level examples went to the rosters of many U.S. Class 1 railroads and Canadian Pacific in Canada. The cars are stated as having survived into the late 1990s. I've had several railfans report seeing them into the 2000s. Readers with photo evidence are invited to share those pictures. There are several variations in Roka's initial release. I was able to secure review samples for *MRN* and buy some for my collection, and you see these presented in this review. The group includes a trio of tri-fold end door, low roof, tri-level examples (Santa Fe, Union Pacific, and Western Pacific), and the no roof, no end door Florida East Coast. Having seen these Roka releases, I will return to add the clamshell door versions (bi- and tri-level) to my HO roster. All four examples arrived in good condition and I had no assembly issues. The body shell, doors, and roof sections are plastic, while the underframe is a die-cast metal section with added details. The car is long (86 feet, not including the couplers) and, thanks to the metal base, has a solid feel (the enclosed Safe-Paks weighed





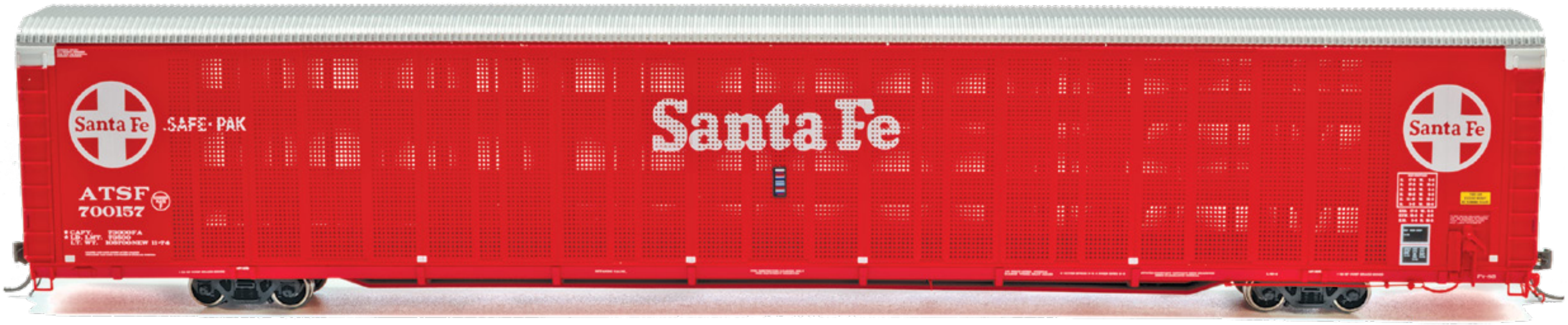


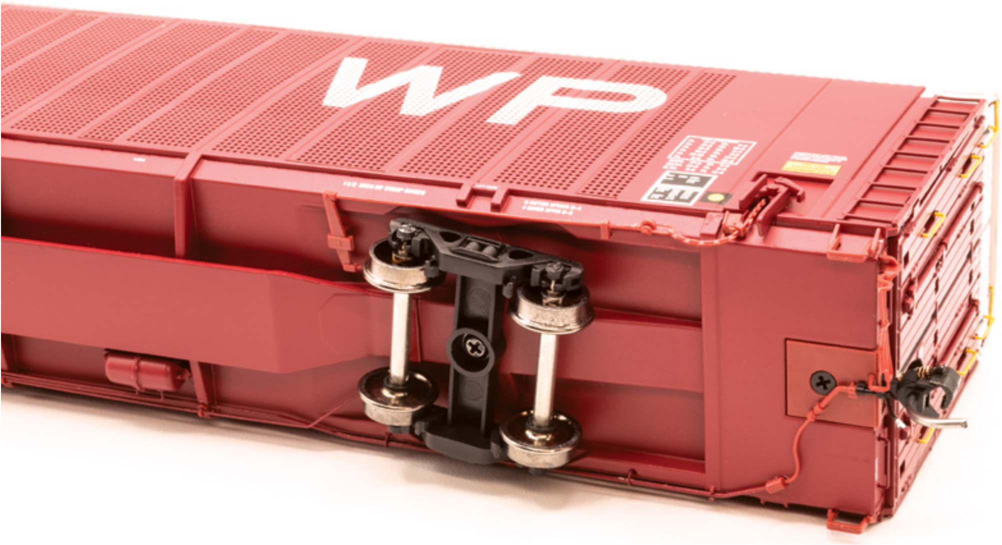


Above and Left: The yellow Florida East Coast Safe-Pak shows the no roof and no end doors variant. This is a prototypical version of this vehicle transporter, though it looks a bit underdeveloped sitting next to the fully enclosed Western Pacific model. The interior is accurately finished in white and includes deck and side details. My attempt to place those beautiful HO-scale late 1970s Lincoln Mark V autos (reviewed in January's *MRN*) found that the lower deck clearance was too tight for the Mark V to fit.

Facing Page: These samples (undecorated Safe-Pak models are not listed among Roka's offerings) show three end styles with the tri-fold (matching this review's Santa Fe, Union Pacific, and Western Pacific models) on the left and bi-level (center) and tri-level (right) clamshell doors presenting the other enclosed styles. This photo provided by Roka Prototype Models shows the grab irons are wire fixtures added to the plastic sides and the trombone-style coupler cut lever appears in yellow plastic.

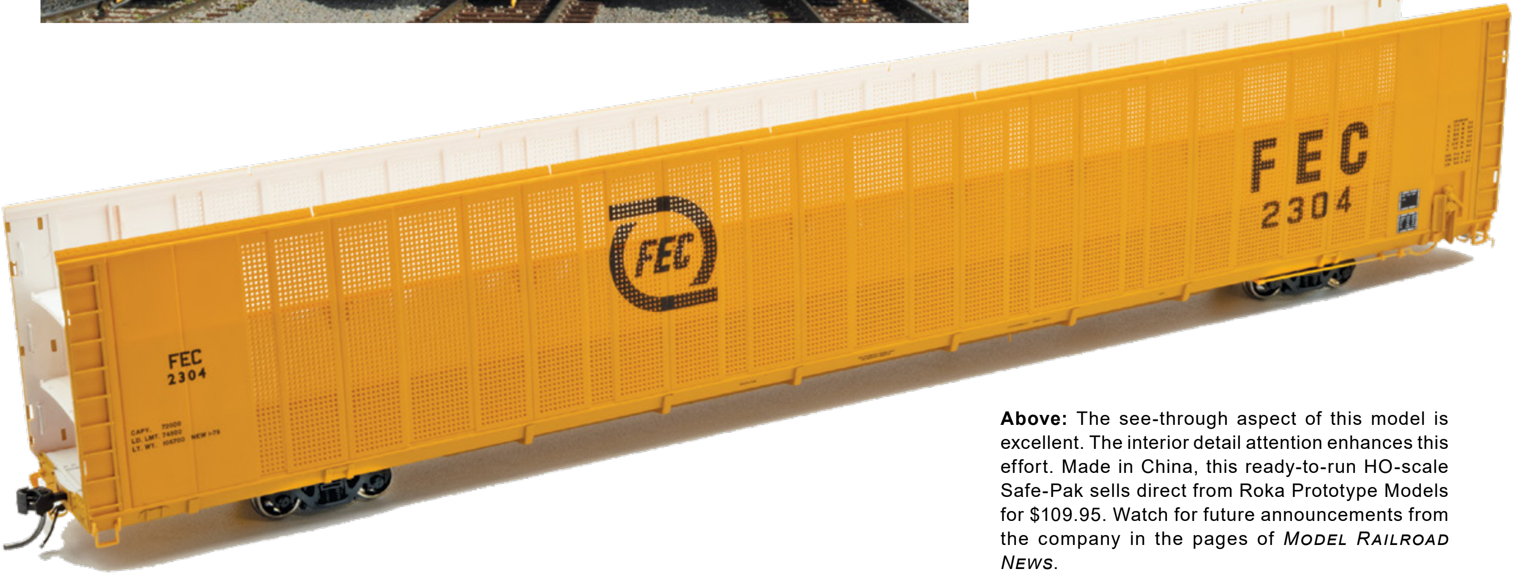
7.8 ounces, while the no roof, no end doors Florida East Coast weighed 7.3 ounces). The standout attribute is the side panel presentation with excellent see-through characteristics. You would expect these panels to be metal, and thus potential challenges with fit and finish like bowed or distorted sections and possible uneven paint appearance between metal and plastic... not the case with these Safe-Pak models! The production includes a high-quality molding process that allows the sides to be plastic and still enjoy the very small openings expected from a metal piece. This design delivers with a solid and uniform appearance on both sides and all on four models examined. The interior, seen only on the open Florida East Coast version, is worthy of mention with added grab irons and detail on the floor deck sections and sides of the inside of the car (all presented accurately in white). My only semi-issue was a failed attempt to load up my collection of HO-scale Lincoln Mark V vehicles into the open Florida East Coast car. As you see, the mighty Marks fit and looked great on the top and middle deck; however, the lower deck's clearance was just tight enough that I was reluctant to go beyond a gentle attempt to place the auto in this lower deck. I discussed this situation with a friend who's a noted auto and rail enthusiast and he mentioned the





Above and Left: In discussing this model with Roka-owner Bob Stears, he shared that the see-through side panels were achieved via a new injection-molding process that allowed them to have the transparency attributes enjoyed by metal, but with sturdy, smooth, and solid appearance thanks to being made of plastic.

decks appear situated in their lowest possible position and the concession made to the deck thickness may work against what I was attempting in loading up the Safe-Pak with autos. Beyond that challenge, I found them to be fine operators, navigating 24-inch radius curves; the coupler height was good and the metal couplers aid in the solid performance. My understanding is Roka Prototype Models will sell direct via its website and these likely will not appear at your hobby dealer (though this situation was potentially fluid as this review went to press). At $109.95 these are not inexpensive offerings, though I think they hit the marks of what constitutes a higher end HO offering. I'm told to expect another all-new freight car announcement and Roka will gain the former HO American Limited tank car and two-bay Centerflow in the future. MRN

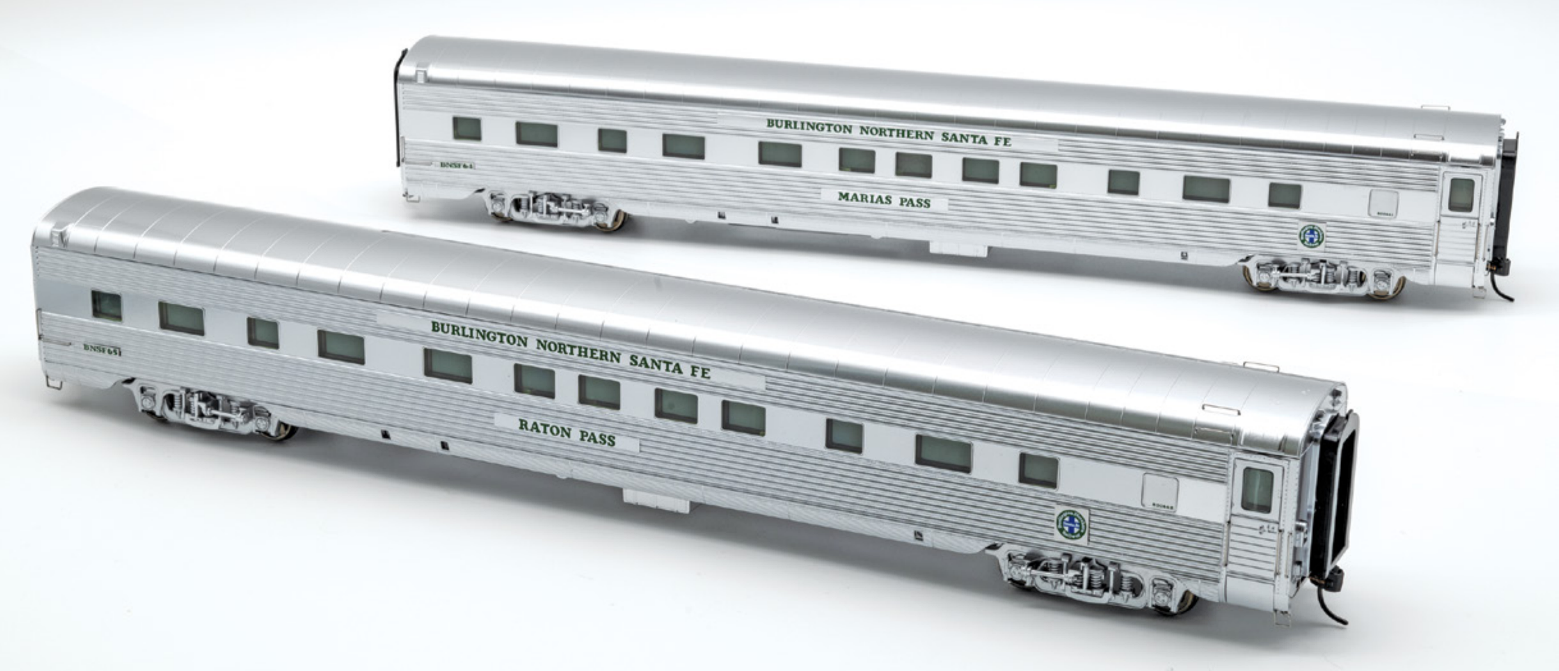


Above: The see-through aspect of this model is excellent. The interior detail attention enhances this effort. Made in China, this ready-to-run HO-scale Safe-Pak sells direct from Roka Prototype Models for $109.95. Watch for future announcements from the company in the pages of *Model Railroad News*.

Review HO

From *Super Chief* to Chief Executives

Walthers Proto BNSF sleepers



Above: The window nearest to the vestibule door is painted silver on the HO model to represent a plated window on the actual car. The non-lighted offering (reviewed here) retails for $94.98, and Walthers offers these passenger cars with factory lighting for $104.98 each.

Review by Aaron Adams
Model Photos by Tony Cook

Walthers Proto HO-scale
85-foot Pullman-Standard
4-4-2 Sleeper

BNSF 64 "Marias Pass"
920-15254, MSRP: $94.98

BNSF 65 "Raton Pass"
920-15255, MSRP: $94.98

Wm. K. Walthers
walthers.com

Like the two cars I reviewed in *MRN*'s December 2022 issue, the prototypes for these two sleeping cars were originally built as revenue passenger cars, allowing Walthers to add them to the production for its *Super Chief-El Capitan* named train series. While BNSF inherited several purpose-built business cars from Burlington Northern and Santa Fe, a large percentage of the office car fleet is comprised former revenue passenger cars. This fleet keeps a bit of America's streamlined passenger trains alive today while providing BNSF's executives a way to travel the system.

The Prototypes

BNSF 64 "Marias Pass" and BNSF 65 "Raton Pass" are two of five former Santa Fe "Regal" series sleeping cars that are now part of BNSF's business train fleet. Both were built by American Car & Foundry (ACF) in 1950 for Santa Fe's *Super Chief*. The "Marias Pass" was originally ATSF 1820 "Regal Hunt," and "Raton Pass" was originally ATSF 1823 "Regal Lane." Santa Fe rostered 15 similar ACF-built cars, acquired for use on the re-equipped 1951 *Super Chief*. Both cars were retained by Santa Fe following the inception of Amtrak in 1971, eventually being renumbered as ATSF 64 and ATSF 65 while keeping their original "Regal"-series names. After the Burlington Northern-Santa Fe merger, these cars were renamed "Marias Pass" and "Raton Pass" after two prominent mountain passes on BNSF's national network, Marias Pass on the former Great Northern Railway in Montana, and Raton Pass on the former Santa Fe in New Mexico.

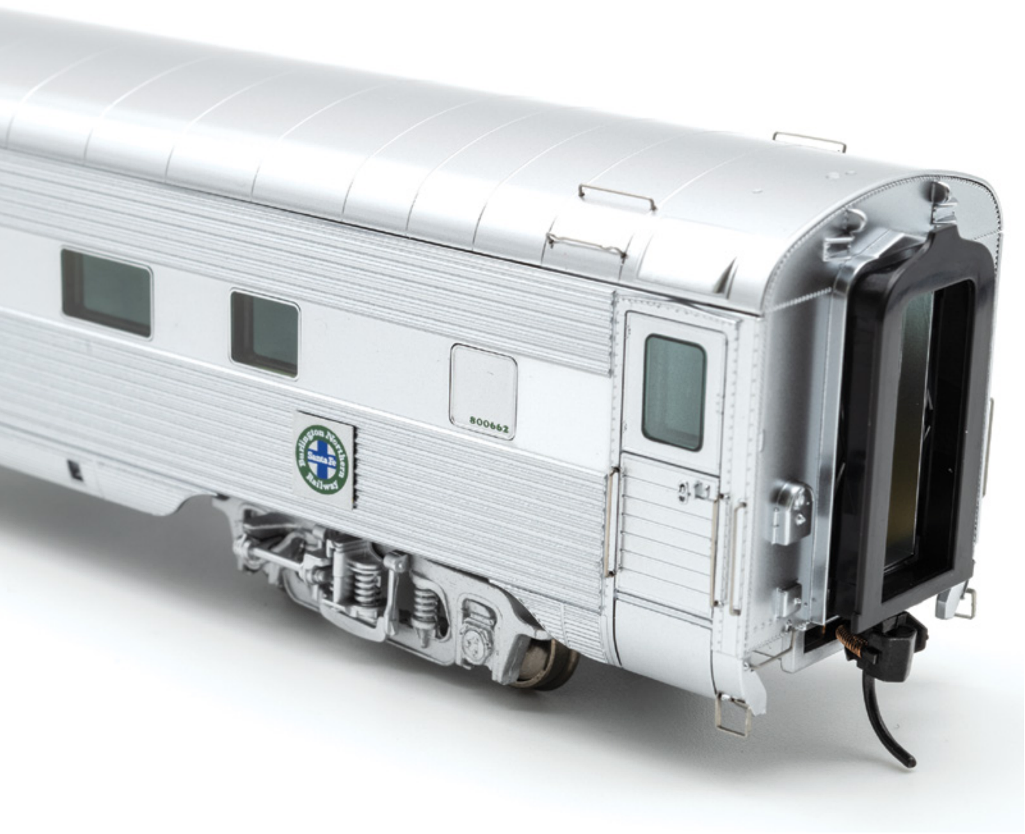
The Models

These Walthers models are a close stand-in, not an exact model, as they represent similar earlier Santa Fe cars built by Pullman-Standard after World War II for the 1948 version of the *Super Chief*, instead of the later cars built by ACF. The most apparent difference between the Pullman-Standard and ACF cars is the arrangement of the windows on the end of the car opposite the vestibule doors. In addition to these two road numbers, Walthers also included sister car BNSF 66 "Cajon Pass" in this run, and Santa Fe business train variants of these same cars. When combined with the baggage car, dome car, and dining car Walthers has also produced, modelers and collectors have a total of six different cars to create a BNSF business train consist.

The overall model is the same as the *Super Chief* version, with the addition of separately applied signboards for the BNSF logo and car number. The paint on these cars is well-done, including a shiny plated finish. While our two examples do not have interior lighting, these models are available with factory-equipped LED lighting. Taped to the back of the plastic packaging tray is a cellophane bag containing a pair of coupler drawbars and coupler covers. These are both slightly longer than the factory-installed parts to allow for operation on tighter curves by placing a greater distance between cars.

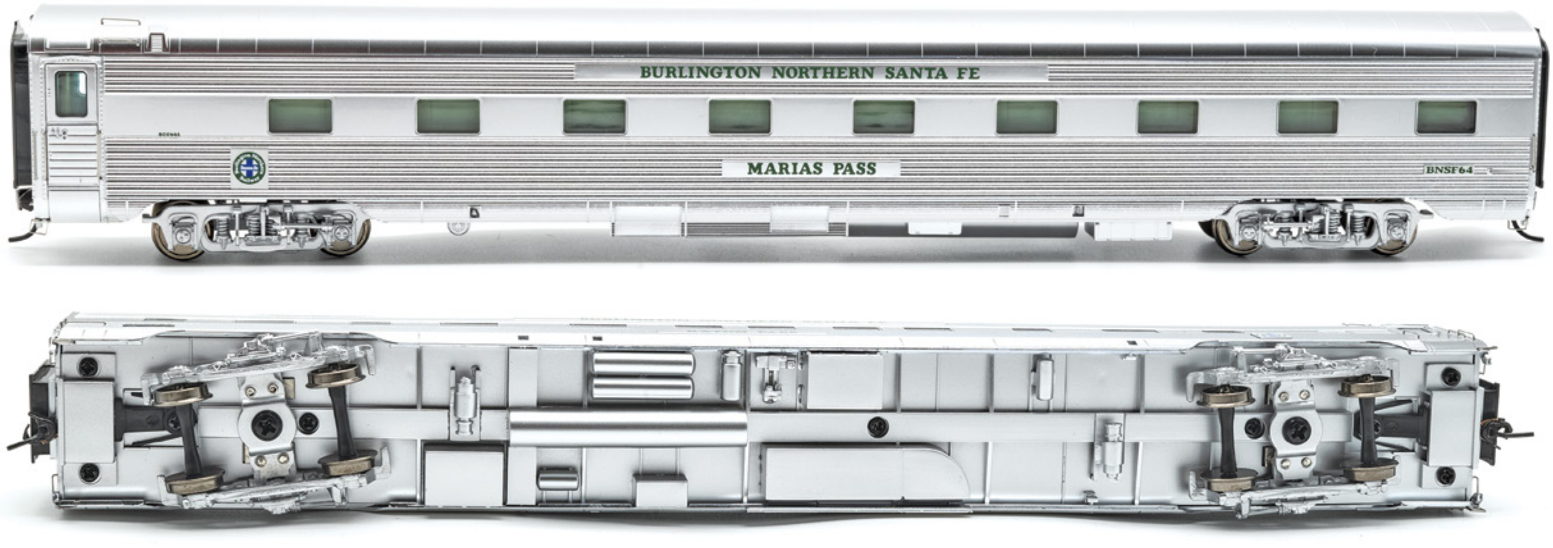
Conclusion

While they are the least accurate of the five cars Walthers has made available, these cars are a great stand-in to fill out a full consist. As a BNSF modeler, I appreciate Walthers producing suitable equipment to model a BNSF business train. There are plenty of other cars in the BNSF business car fleet to expand on Walthers' offerings. I have added a Kato (katousa.com) business car (based on a Burlington car as BNSF 1 "Gerald Grinstein") to my train using decals from Circus City Decals (circuscitydecals.com), and would be happy to see Walthers produce additional cars in the future. MRN



Above: The small number printed on the silver-painted window is the car's assigned Amtrak 800000-series identification number, indicating it is certified for use as a private car on Amtrak trains. Walthers delivers these HO-scale Proto-series passenger car models fully assembled with all lettering in place (no decals) and wire grab irons are factory installed... truly ready-to-run. The models come with metal wheels and metal Proto MAX knuckle couplers.

Burlington Northern Santa Fe Railway

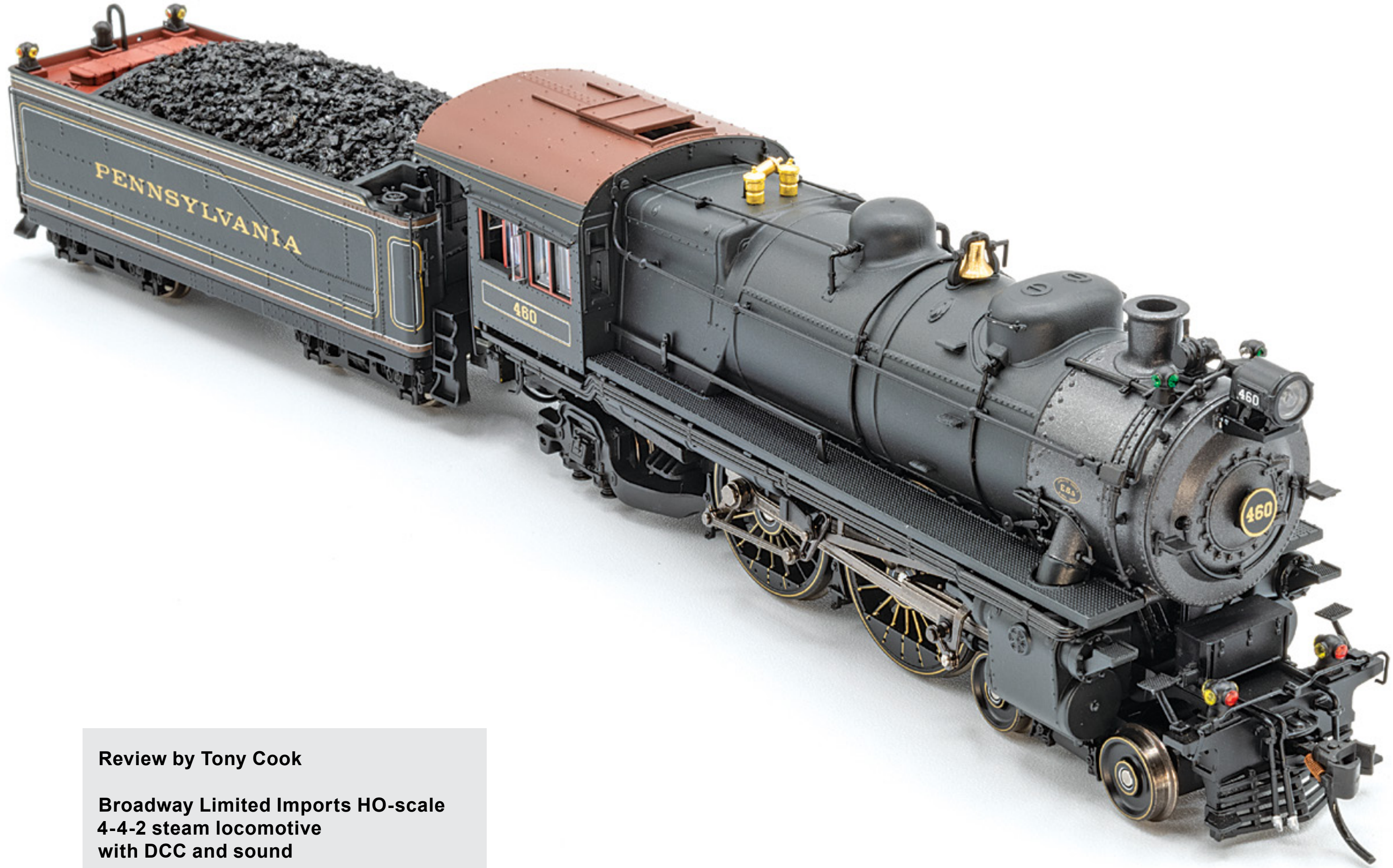


Above: Walthers does passenger cars well and this model (which weighs seven ounces) is a fine example of the company's efforts. The cars will navigate 22-inch radius curves (using modeler-installed drawbars included with the models).

Review HO

History-Making Photo Finish

Broadway Limited Imports Lindbergh Special 4-4-2



Review by Tony Cook

Broadway Limited Imports HO-scale 4-4-2 steam locomotive with DCC and sound

**Pennsylvania Railroad 460
1927 Lindbergh Special
6700, MSRP: $599.99**

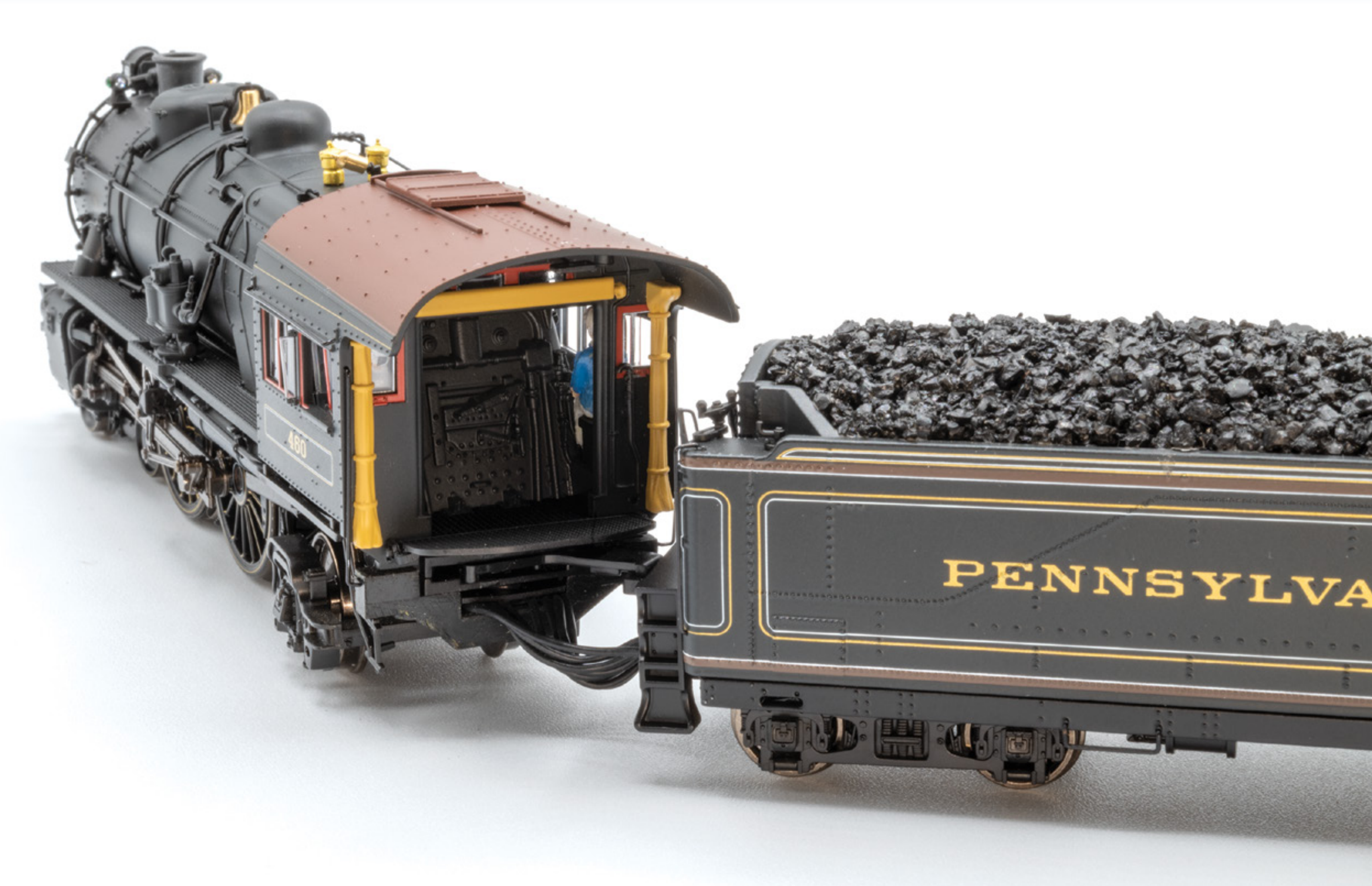
**Broadway Limited Imports
broadway-limited.com**

Above: A famous member of Pennsylvania Railroad's roster is available as a highly detailed HO-scale reproduction courtesy of Broadway Limited Imports. This HO-scale 4-4-2 Atlantic-type steam locomotive comes in several regular dress Pennsy releases and in this 1927 Lindbergh Special model (PRR 460). The assembled offering, which retails for $599.99, comes equipped with digital control, audio output, smoke output, and many LED lighting features.

Broadway Limited Imports (BLI) builds some amazing steam locomotive models and this 4-4-2 Atlantic is a great example of the company's eye-catching efforts. This recently delivered collection of assembled HO-scale offerings depicts Pennsylvania Railroad's (PRR) E6-class. Not to be confused with General Motors' sleek early passenger diesel of the late 1930s, this E6 is a bit older and represents the most modern design Atlantic-type on Pennsy's roster. BLI's release covers prewar and postwar prototypes, this review's one-of-a-kind "Lindbergh Special" roster member, and a contemporary PRR 460 replicating its look as it appears with a glossy finish on display at Strasburg's Railroad Museum of Pennsylvania (rrmuseumpa.org).

Research shows Pennsy's first locomotives in its E1 class were 4-4-2s with a Camelback profile built by the road's Altoona, Pa., shops in 1899. This class continued and evolved into the E6s group around 1912 with 81 examples (some converted from E6 and E6sa roster members and others newly constructed) with enlarged cylinders and other enhancements. This class of Atlantics is known for handling Pennsy passenger service in the important New York-Philadelphia-Washington, D.C., corridor.

Pennsy's 460 landed a spot in history for a trip made from Washington, D.C., to New York City on June 11, 1927. Charles Lindbergh's famous flight in



Above: There are plenty of rivets to count for added enjoyment on this Broadway Limited Imports HO-scale Pennsylvania-prototype steam locomotive. The locomotive and tender are tethered (from the package) with an electronics cable; in addition, a drawbar holds the two models together. The cab includes plenty of detail that enhances this $599.99 release. The finish on this sample was excellent with fine striping and gold lettering looking sharp. Check out the tender trucks and the simulated coal load in the tender.

his "Spirit of St. Louis" plane touched down in Washington following his record-setting flight to Paris and back. The 25-year-old pilot and U.S. Air Mail Corps captain was the first to fly successfully across the Atlantic Ocean from the U.S. to Europe. A half-dozen others had tried this journey and didn't make it before Lindbergh's successful run. Newsreel coverage of the daytime event held in Washington, of President Calvin Coolidge awarding Lindbergh the Flying Cross medal, was wanted for that same evening in New York movie theaters. Another race was on to transport film from Washington to New York and have it ready for evening performances at movie houses. The popular path chosen by some press outlets was to fly the undeveloped film to New York, process it, and deliver it to cinemas. Winning this competition, Pennsy's "Extra 460 East" left Washington Union Station and covered the 225 miles separating the two cities with top speeds stated to be 95 mph. While the competing airplanes arrived in New York ahead of Pennsy's train, their film was not ready for projection and still required processing. One of the cars in the Pennsy Lindbergh Special run was converted into a makeshift darkroom and developed the newsreel footage on the way to New York. This allowed a ready reel of film to go direct from the train to projection booth and this effort beat the air transported film to theater screens by an hour. This run dubbed PRR 460 as the "Lindbergh Engine" and it remained in revenue service into the 1950s. This locomotive's last job was a 1954 railfan trip in New Jersey. Today, PRR 460 resides in the Railroad Museum of Pennsylvania in Strasburg, Pa.

This is a beautiful model with its added white and gold trim reproducing the special livery of this unique roster member. The spoked drivers are really neat looking and BLI's effort on the tender truck sideframes is excellent. While the locomotive and tender with their striping will grab your immediate attention, I found the cab detail was

By-The-Numbers

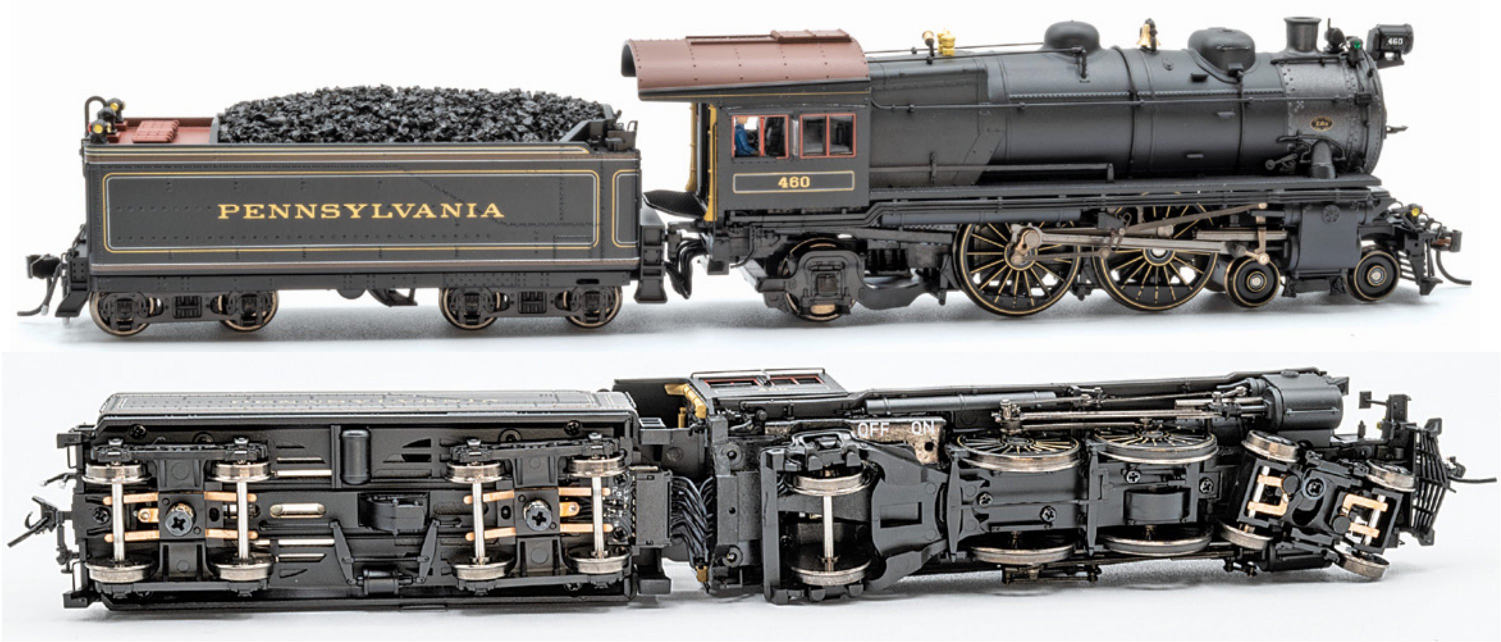
Pennsylvania 4-4-2
Broadway Limited Imports
HO 1:87 • Type: Steam Locomotive

Pull Power (Ozs @ Full Slip)

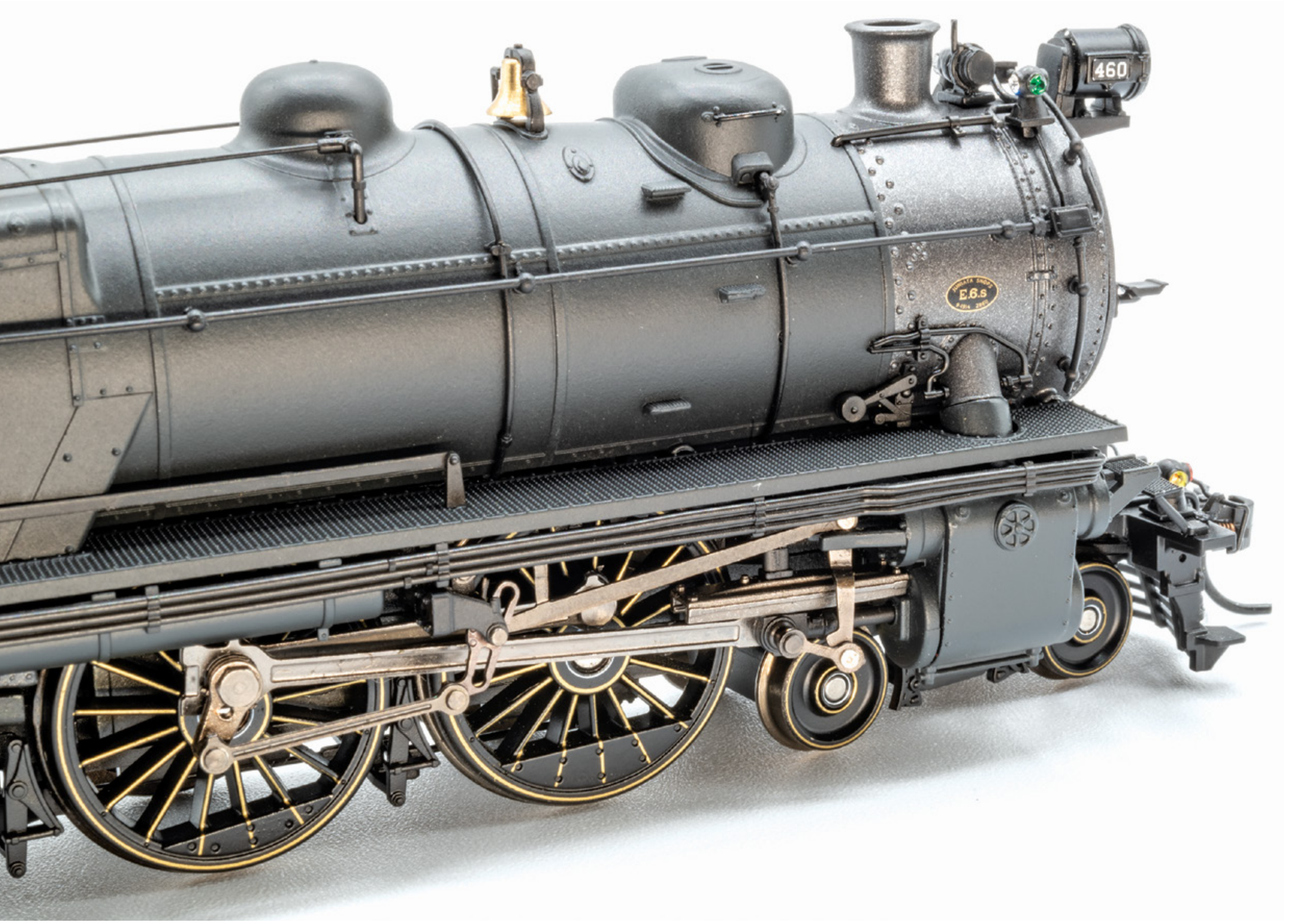
Pull	÷	Loco Wt	=	Efficiency
4.0		18.3		21.8%

DCC (Paragon 4)

Throttle Setting	Scale MPH
Min	3.4
Mid	38
Top	84.5



Above: This HO replica is a combination of die-cast metal and plastic components. The locomotive body and tender are metal. A wired connection semi-permanently keeps the locomotive and tender as one piece of equipment (this model comes tethered in its box). The smoke unit can be manually controlled by the on/off switch located beneath the cab (and clearly marked as you see in this view above).

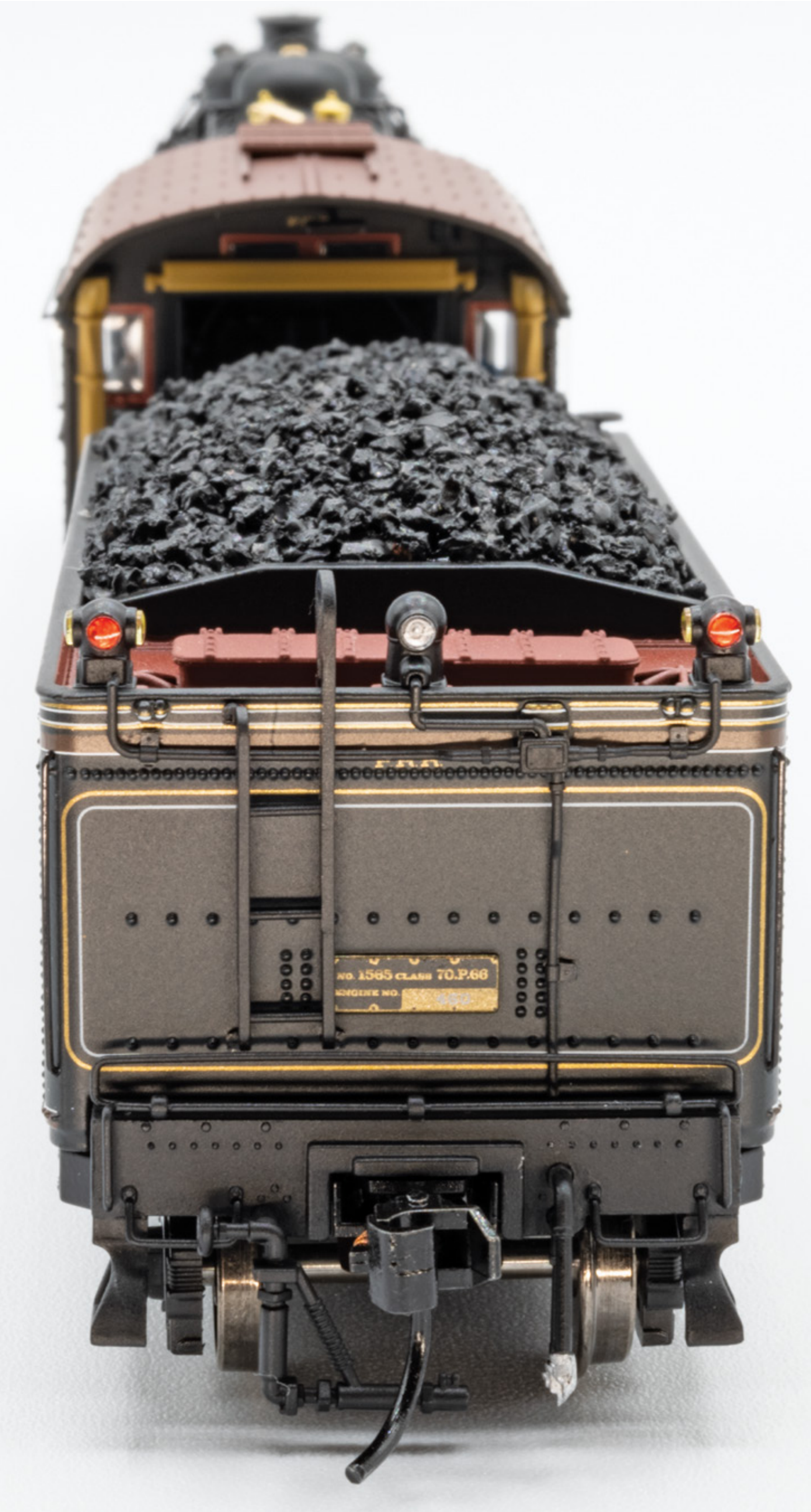


equally of note on this release. The molded plastic curtains surrounding the rear cab opening are a good-looking addition. The cab window frames are lined in a reddish-maroon hue, and separate railings appear on the cab sides and back. The window glazing is flush fitting and there are side wind deflectors separately added between the cab window frames. The cab roof vent can be positioned open or closed. The finish matched BLI's usual smooth and excellent efforts.

This model's performance was fine (see the provided By-The-Numbers data for details). You'll note the lead driver is equipped with traction tires on both wheels. In the package with this model, BLI includes a tool and spare/replacement tires for possible future use. A small funnel is present in the box for use in guiding smoke fluid into the stack. I highly recommend anyone who enjoys running the smoke feature to search YouTube for videos hobbyists have created showing how these units function and how to best to fill and maintain them. I see posts online complaining about smoke output. It appears from what I'm seeing in these videos that many of us may be overfilling the unit, causing it to be "drowned" in oil and unable to function properly. A metal knuckle coupler is mounted on both ends of this release (and they showed to be within specs for height). The model's Paragon 4 electronics provide digital control for operation with a DCC system. You can also control lighting, smoke, and audio features with DCC function keys.

This model came packaged in BLI's multi-piece clear clamshell inner protector (with the model wrapped in clear film) that sits in a cardboard tray (with manual inside) that in turn, slides into an outer white cardboard cover.

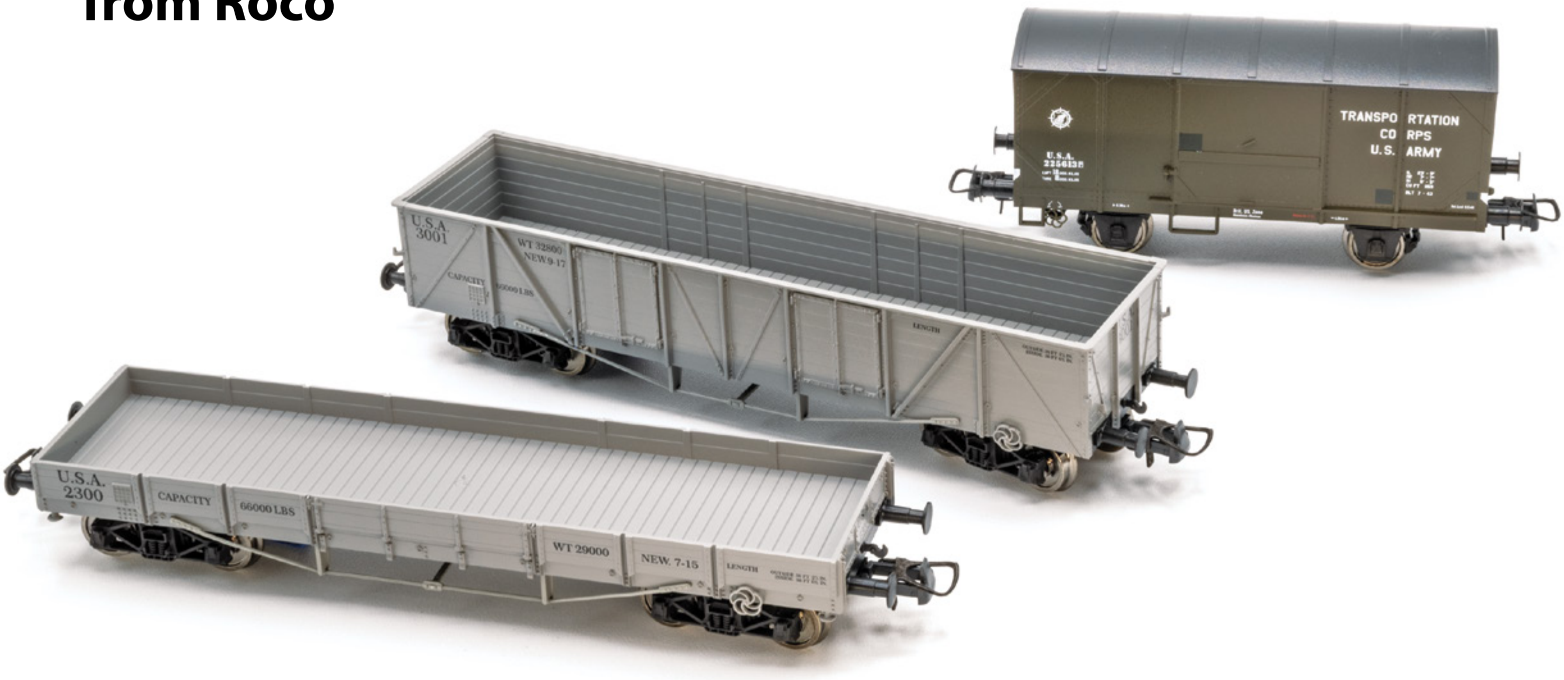
There are three prewar and three postwar PRR road numbers, and the two special PRR 460 releases (this review's 1927 Lindbergh Special and the noted contemporary museum appearance version). BLI offers painted/unlettered Atlantics in the prewar and postwar versions. In addition, check New York's TrainWorld (trainworld.com) for an exclusive fantasy livery Southern Pacific *Daylight* scheme 4-4-2. MRN



Above: This exceptional-looking Broadway Limited Imports HO-scale steam locomotive delivers from tip to tail. Note the identification plate on the back of the tender. Both prewar and postwar editions of this 4-4-2 Atlantic come with a 70P66 tender. Only BLI's "Lindbergh Special" includes the attractive white and gold trim on the locomotive and tender. The rear lighting (powered by LEDs) is functional, the tender's coal load has a great appearance, and back end details include separate grab irons, cut lever, and hoses.

Review HO

Three Cars from Two World Wars
from Roco



Above: Like the S160 reviewed in the November 2022 *Model Railroad News*, USATC freight cars were austerity designs intended for a limited lifespan. They fulfilled their role well in the Allied path to victory in Europe. For those familiar with European freight cars, the appearances of all three cars, while European in clearance, is unmistakably American in design. Four-axle freight cars were uncommon in Europe prior to the middle of the 20th century. In addition to their lettering, each car's American-style axle bearings give away their roots. Such a car, even when repainted into a European road name, would be easy to spot in a train of the era.

Review by John Menges
Model Photos by Tony Cook

Roco HO-scale

USATC 2-axle boxcar
76316

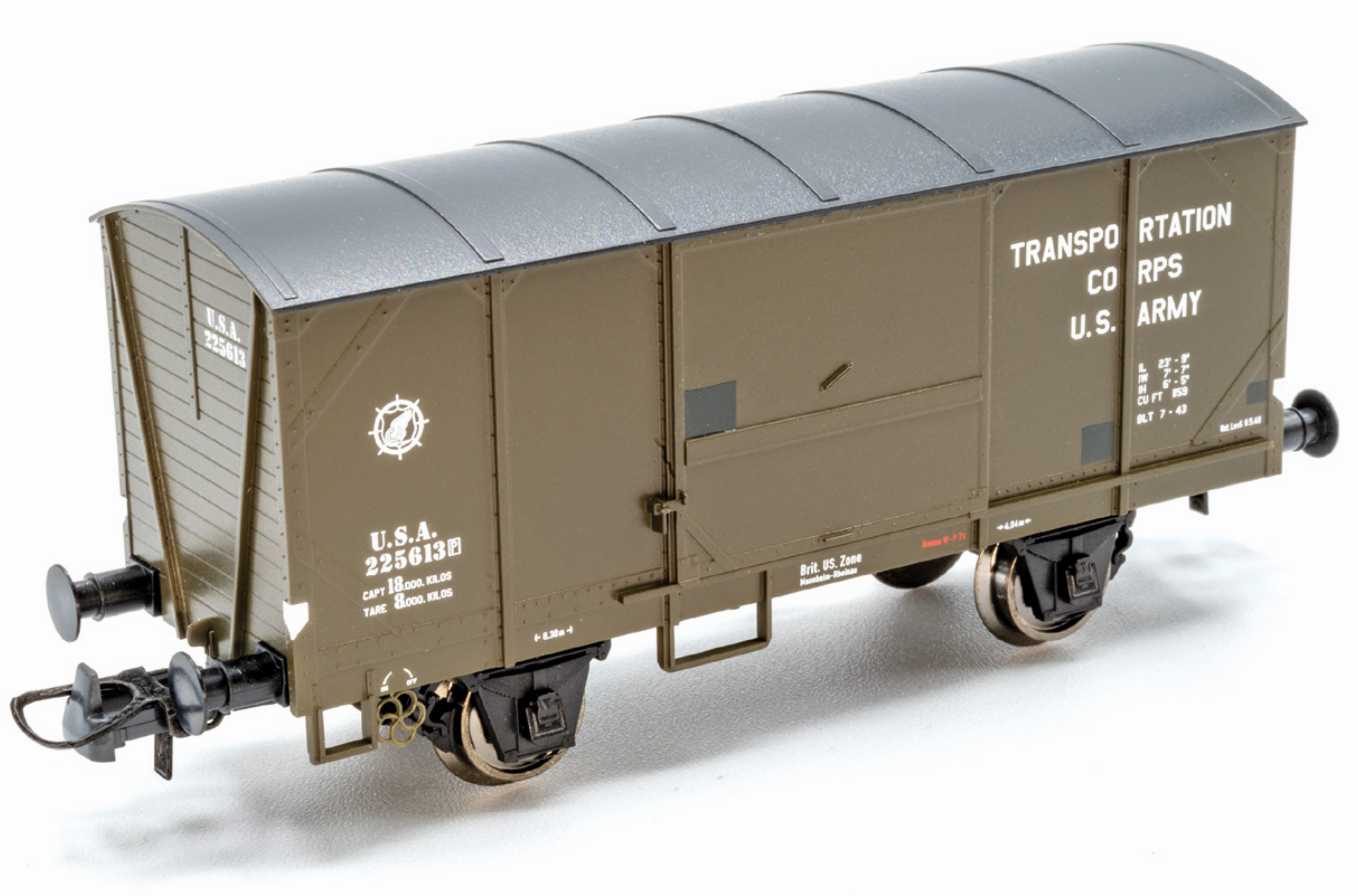
U.S. Army four-axle flatcar
76317

U.S. Army four-axle gondola
76318

Roco Trains
roco.cc

European model train firms continue to offer models of United States Army rail equipment used on the Continent during both world wars. In 2022, Roco released three HO-scale U.S. Army freight cars to complement its United States Army Transportation Corps (USATC) S160 "Rattlesnake" steam locomotive (reviewed in November 2022's *Model Railroad News*). The tooling for these cars dates back several decades to their original releases by Fleischmann and Klein Modellbahn. Both companies were acquired by Roco in the 2000s, that now offers these models as part of its standard 2-rail DC HO range.

As mentioned in my review of Roco's S160, the United States realized the need to bring its own trains to conflicts on foreign soil. In both world wars, enormous numbers of European-profile freight cars were constructed in the U.S. and shipped in kit form to France and the U.K. The first of these shipments occurred in summer 1918, a year after the U.S. entered World War I. American railcar manufacturers began sending four-axle freight cars for use by the American Expeditionary Forces in France. The modular cars were based on a 34 1/2- or 36-foot chassis with arch-bar trucks that could be configured as tank cars, flatcars, wood-sided gondolas, boxcars, or reefers. The kits were initially assembled by U.S. troops in Saint Nazaire and La Rochelle, on France's Atlantic coast. These cars were painted gray and had the distinction of wearing U.S.-style data and "U.S.A." reporting marks. Following the Armistice, cars continued to arrive and were assembled by civilian French workers in Aytré, just south of La Rochelle. By the end of production in 1921, France had been supplied 37,800 freight cars with three-quarters built as boxcars, gondolas, and flatcars. The Army-owned cars and newly arrived cars were sold to the Travaux Publics (Ministry of Public Works, or TP for short) and distributed to French railroads of the era including the Compagnie de l'Est, the Compagnie du Nord, the Réseau de l'Etat, the Paris-Orleans, the Compagnie du Midi, and the Paris-Lyons-Mediterranee. Over the decades, TP cars were modified by private French railroads and SNCF (Société nationale des chemins de fer français - French National Railways). It is interesting to note that many TP cars had both solid and spoked wheels on

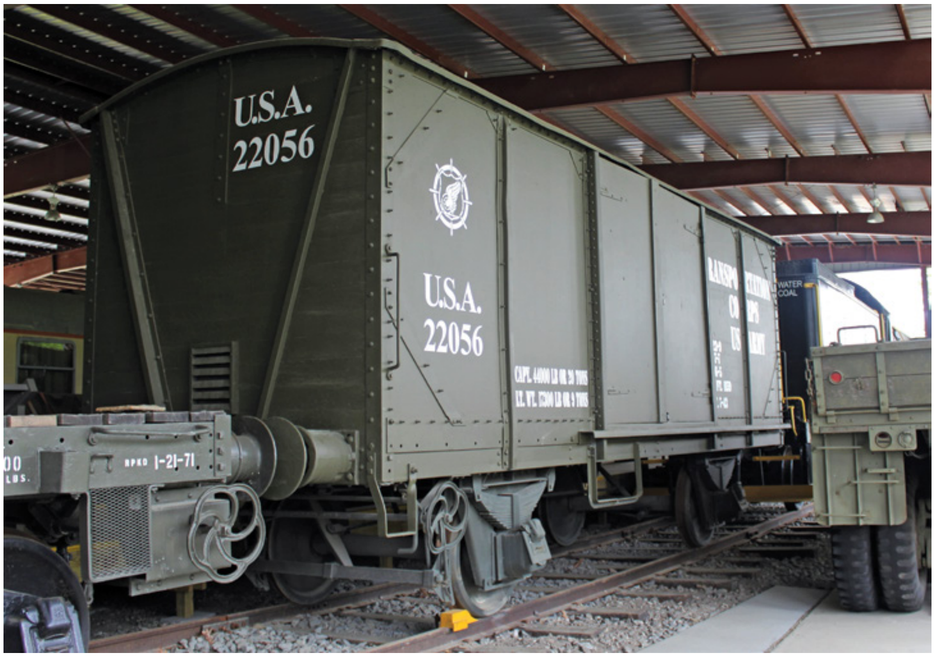


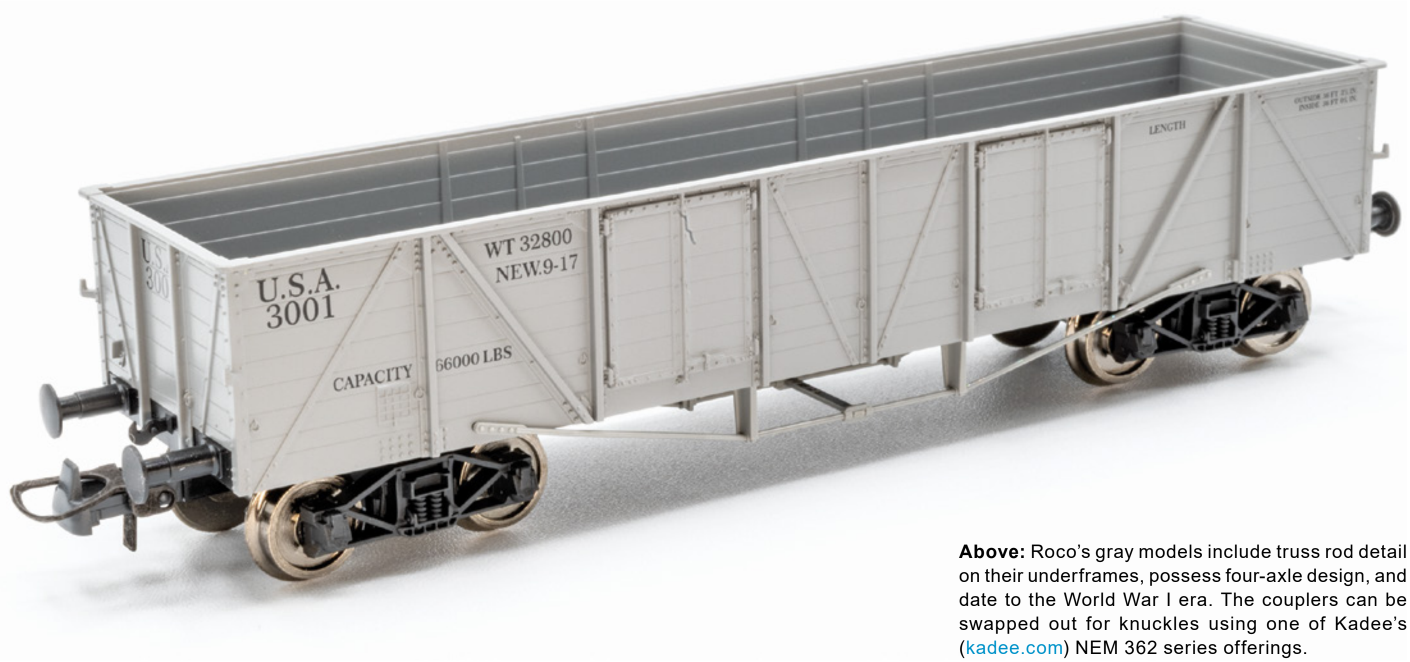
the same car, sometimes in the same truck. SNCF began a major downsizing of the TP fleet in the early 1960s. Few TP cars survived into the 1968 UIC computer numbering era, although a small percentage of cars continued to serve with SNCF until the 1970s. Of the nearly 38,000 cars that once existed, a total of 65 cars survive today in various states of repair. In 2018, to mark the entry of the U.S. into World War I, five TP boxcars and one TP flatcar were restored to their original U.S. Army configuration and run with other period rolling stock at the "Train des Mouettes" (seagull train) railroad museum in southwest France.

Following the U.S.'s 1941 entry into World War II, American railcar manufacturers were again called on to supply freight cars for U.S. forces in Europe. In what must have seemed like deja vu, military planners and rolling stock producers sat down to devise freight cars that could be built as kits and shipped across the Atlantic in

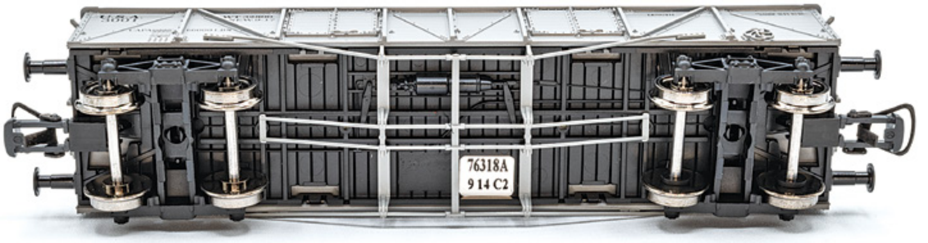
Above: White chevrons painted above freight car buffers indicated the type of brakes the car had. In the case of the USATC boxcar it was a Westinghouse air brake. This was significant in Europe as in those days some freight cars had no brakes at all, just a trainline. These fully assembled HO-scale freight cars can be found priced below $30 each.

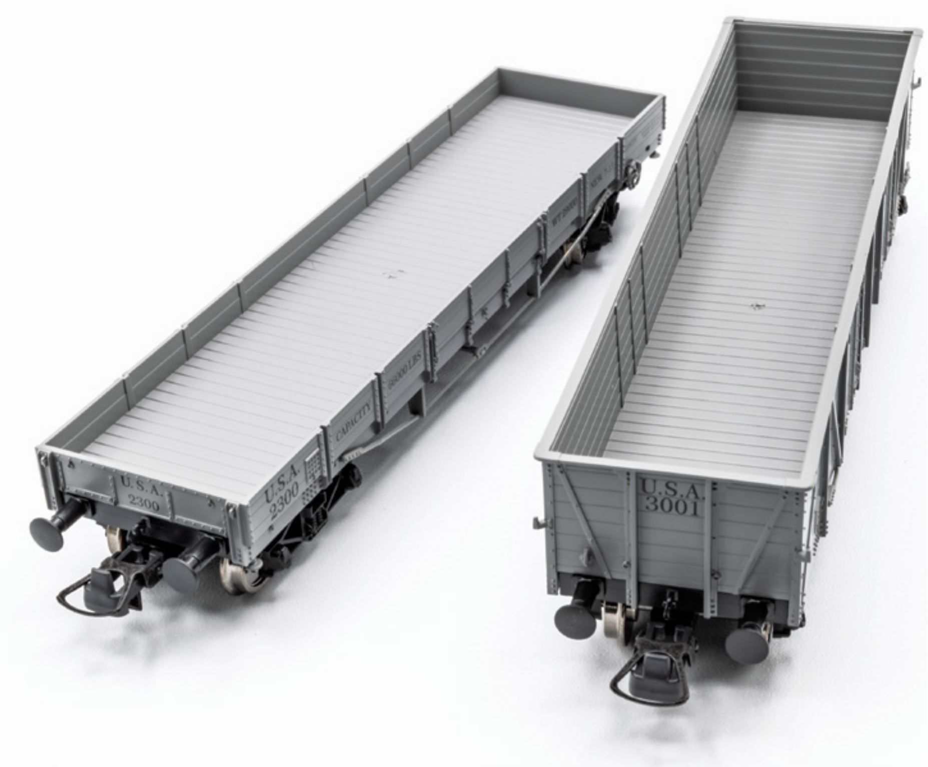
Below: United States Army Transportation Corps boxcar 22056 resides today behind USATC 2-8-0 607 at the U.S. Army Transportation Museum in Fort Eustis, Virginia. This boxcar remained in the U.S. and served as a training aid for instructing soldiers in how to load European boxcars.
— Alex Rodriguez photo, John Menges collection





Above: Roco's gray models include truss rod detail on their underframes, possess four-axle design, and date to the World War I era. The couplers can be swapped out for knuckles using one of Kadee's (kadee.com) NEM 362 series offerings.





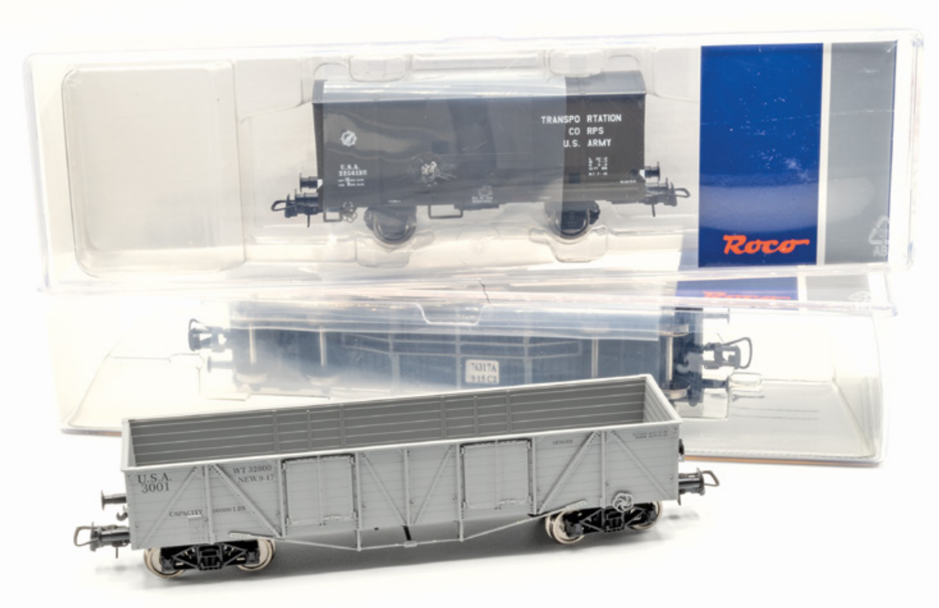
Above: The inside board detail on the gondola and flatcar is nice given that many models of open cars omit interior detail. Roco's cars look good with or without a load. World War I Allied vehicle models are available in HO scale from Artitec (artitecshop.com).

merchant vessels. Designers came up with a basic two-axle car nicknamed a "knock down" car that could be built as a boxcar, a gondola, a flatcar, or a caboose. The cars' subassemblies would be fabricated in the U.S. and shipped to England or the Middle East where they would be bolted together by Allied assembly crews. The cars were designed for a five-year lifespan, as Allied planners projected that European rolling stock manufacturers would be back in production within that time frame. The 24-foot boxcar (a model in this review) was the most visible of these Army freight cars that served U.S. Forces during World War II. The prototypes were comprised of riveted frames, stamped metal braces, pine board end walls, and plywood doors and sidewalls. They were painted olive drab and wore white Transportation Corps lettering with American-style car data and U.S. measurements. The first cars arrived safely in England in 1942 and were joined over the next two years by roughly 20,000 more cars. Each boxcar was assembled by crews in as little as 45 minutes. When fully assembled, cars were either put to work on British railroads or stored at yards waiting for the D-Day invasion. After the June 6, 1944, landings in Normandy, USATC rolling stock was brought across the English Channel on landing crafts equipped to hold rail cars. Temporary tracks were laid down to the beaches where cars were offloaded and brought up to liberated rail lines to begin their work of transporting soldiers and materiel. The American rolling stock saw hard service until the end of the war. In addition to the hazard of operating in a war zone, supplies had to be transported hundreds of miles from Allied-held ports to the front lines. By war's end, the Transportation Corps had moved seven million soldiers and 126 million tons of freight. At that time, USATC stock was scattered throughout Western and Central Europe. The bulk of the two-axle cars wound up in Germany where they continued to be used by U.S. forces in the postwar occupation. Around 900 boxcars were offered to the Dutch State Railroads in 1947, and in 1949, the Transportation Corps sold approximately 10,000 boxcars to the newly established Deutsche Bundesbahn (West German Federal Railroads or DB). While by this time the cars had outlived their projected service lives, the Dutch kept them running until the early 1950s when they were scrapped. The vast majority of cars sold to Germany were scrapped in the 1950s, but some continued in service through the 1960s. They were in poor condition and kept mainly as reserve cars.

Of the thousands of USATC boxcars built for service in Europe, only a handful remain in various states of disrepair on neglected sidings. Two cars have been restored and reside in museums. The first is USATC 220410 which has been fully restored to its original appearance by the Stichting 162 rail preservation group and is housed at the Netherlands Transport Museum in Nieuw Vennep, Netherlands. The other boxcar is USATC 22056 which resides at the U.S. Army Transportation Museum at Fort Eustis, Virginia. Ironically, this boxcar stayed in the U.S. at the Aberdeen Proving Grounds during the war, where the Ammunition Training Department used it to train soldiers on how to load ammunition into European-style boxcars.

As mentioned previously, the tooling for Roco's ready-to-run HO-scale U.S. Army cars has been on the market for awhile, the latest release testifies to the enduring popularity of these models. Each car arrives in its own clear plastic box along with a spare parts list. The bodies appear to be molded in color while the underframes are molded in black. Lettering on all three models is crisp and generally authentic from what I observed of photographs published online. The flatcar does display a build date of July 1915, which was nearly two years before the U.S. entered World War I, but it should be noted that the U.S. sold similar cars to the Réseau de l'Etat railroad in 1916. The boxcar appears in post-WWII livery, as it wears "Brit US Zone Mannheim-Rheinau" lettering. The car's weight and load capacity are also listed in kilograms rather than tons. Like all current Roco models, these cars feature metal wheels and NEM close coupler mechanisms. The factory couplers are easily snapped out of their slots for those wishing to use Kadee NEM-shank American-style knuckle couplers. All three cars ran smoothly without issue on my Kato Code 83 Unitrack layout. The boxcar weighs in at 1 1/2 ounces, while the flatcar is 1 1/2 ounces, and the gondola is 1 5/8 ounces. Each car's scale dimensions compare favorably with available online data. Both four-axle cars measure just a hair over their 36-foot, 2 1/4-inch prototype lengths while the boxcar measures right at its known 24 scale feet. The flatcar and gondola display individually scribed plank detail inside and outside each car but no wood grain detail. Both WW I cars feature separately applied truss rods. All three cars have a minimum amount of underbody brake detail that consists of a cylinder and, on the open cars, some molded-on brake lines. Brake wheels are separately attached to each car. Two things caught my eye about the boxcar's detail that I think are worthy of mention in this review. First, the boxcar has American-style stirrups on the left side of each sidewall yet there is no grab iron above the stirrup to hold onto. This would be an easy upgrade for any modeler. Second, the boxcar's sideframes have brake shoes mounted only on the outside wheel treads. Prototype photos confirmed this, which leads me to believe this was an austerity feature on these cars.

Roco's three U.S. Army cars are sold separately and are available from Roco dealers throughout North America such as Reynauld's Euro-Imports (reynaulds.com) or AJCKids.com. I hope that in the future Roco will offer the Transportation Corps boxcar in multiple road numbers so I can build a full USATC train, and could express the same sentiment about the Army gondola and flatcar. At present, no manufacturer makes a ready-to-run HO model of WWI U.S. Army locomotives that ran in France, such as Baldwin's 2-8-0 Pershings. That would certainly be an interesting project for a foreign or domestic producer. MRN

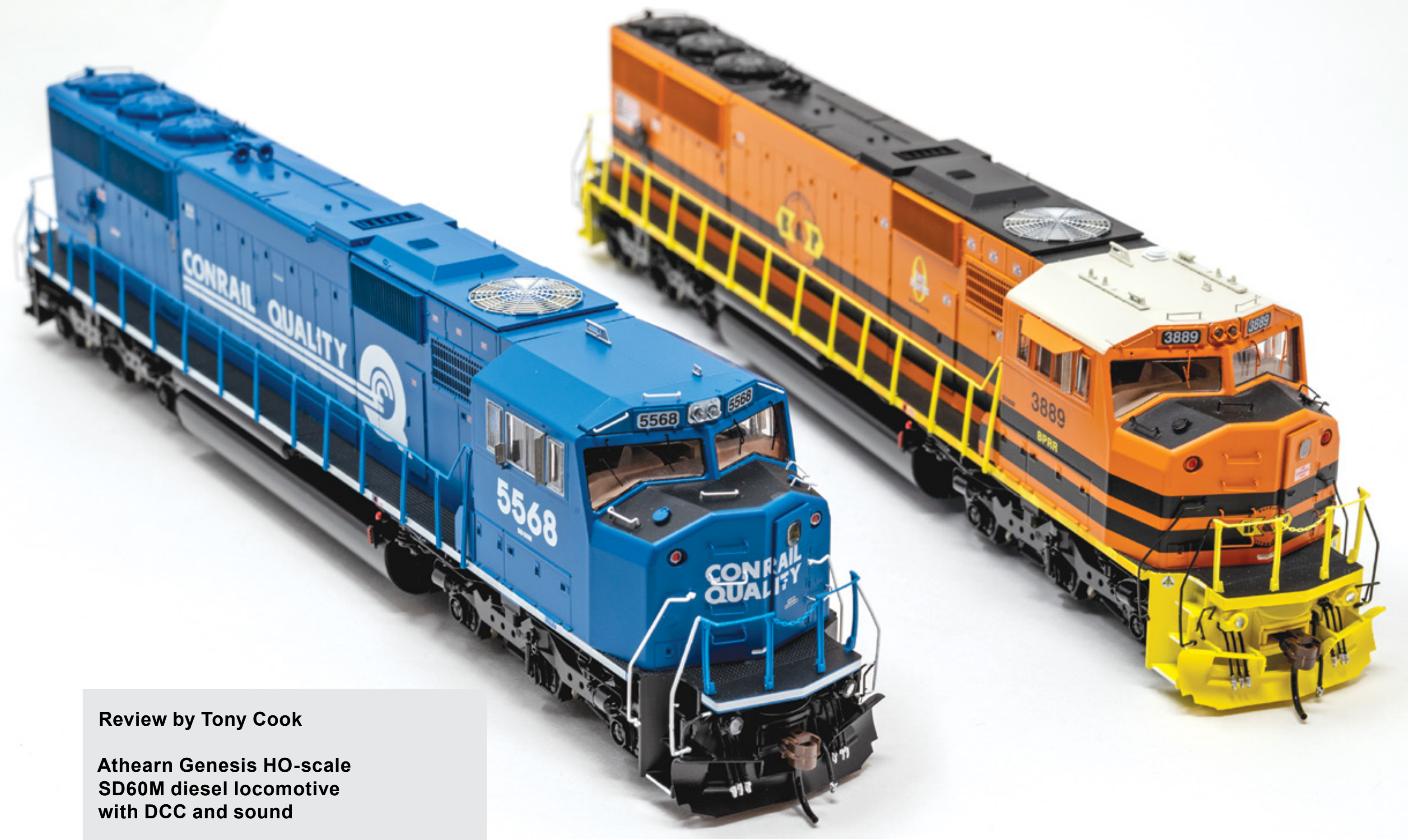


Right: Roco packages its HO-scale U.S. Army freight car releases in clear plastic cases with clear insert that cradles the model in the case.

Review HO

Two-Window Triclops Successor

Athearn Genesis SD60M diesel locomotive



Review by Tony Cook

Athearn Genesis HO-scale SD60M diesel locomotive with DCC and sound

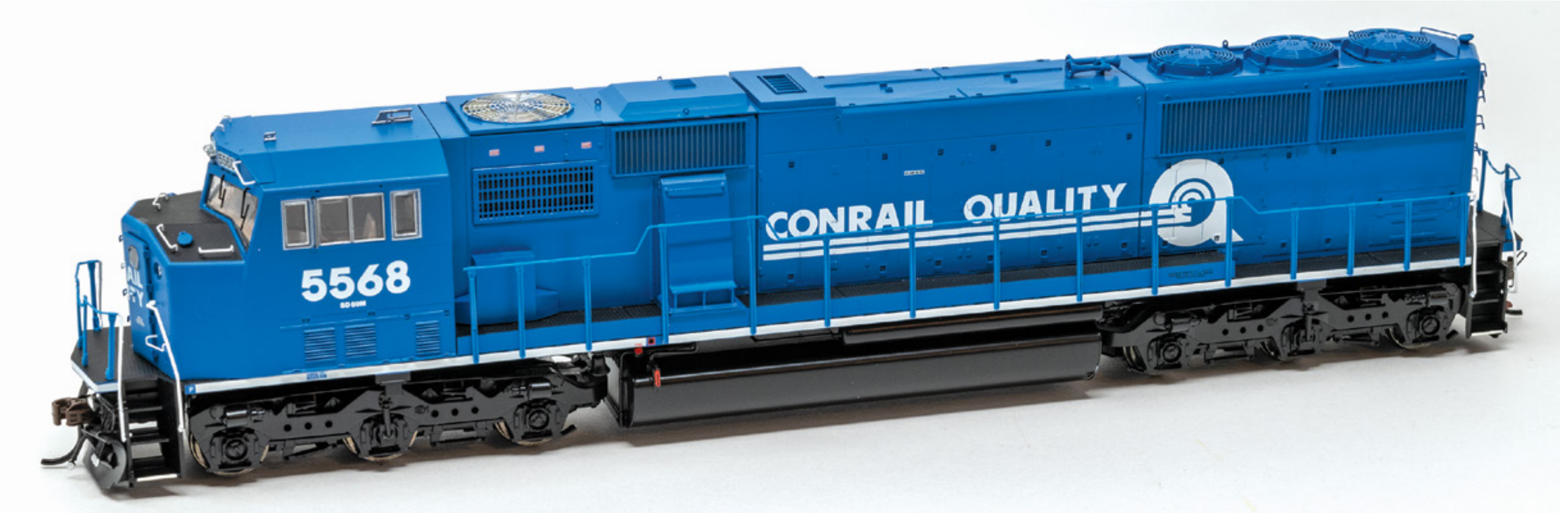
Buffalo & Pittsburg 3889
ATHG8512

Conrail 5568
ATHG8516

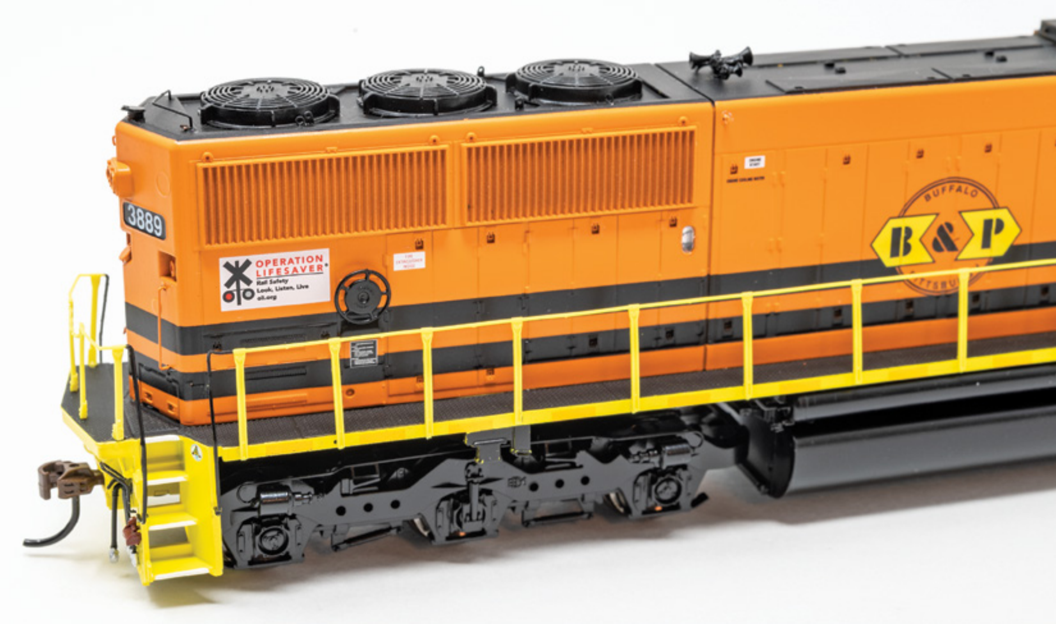
Athearn Trains
athearn.com

Above and Below: These SoundTraxx Tsunami 2-equipped SD60Ms include Digital Command Control features and retail for $319.99. The standard DC version of this Genesis release includes a 21-pin socket for DCC conversion and lists for $229.99.

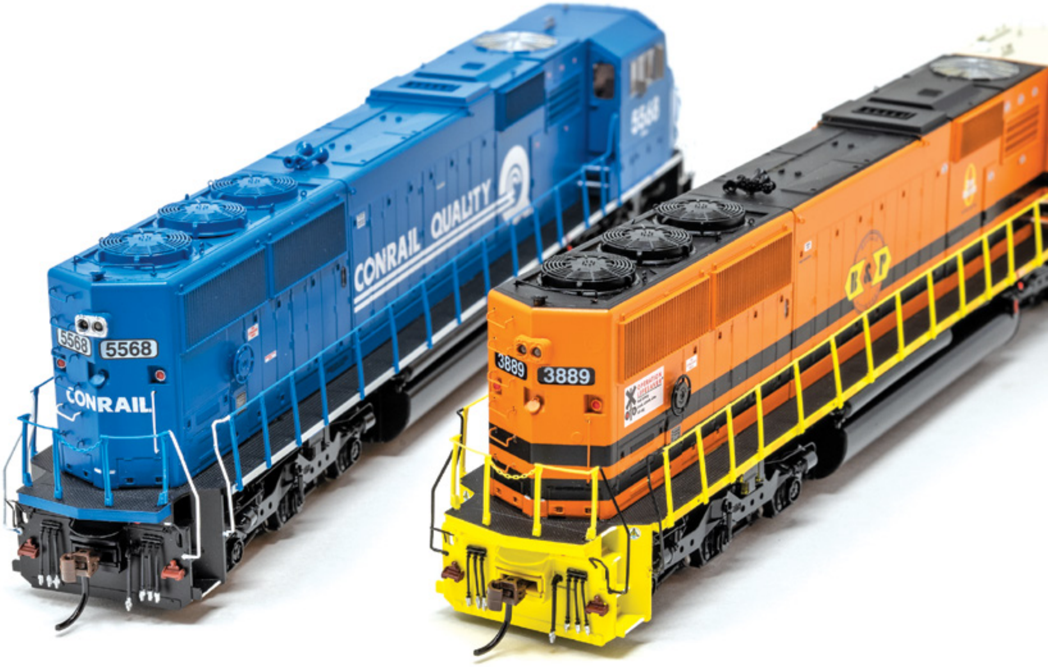
Athearn's Genesis SD60M diesel locomotive model is a winner. Electro-Motive Division's (EMD) SD60-series introduced the diesel builder's turbocharged 710 prime mover (often labeled as the start of third-generation offerings), and the locomotive came in several variants from traditional regular cab through wide-nose and other different looking examples (like this SD60M). The major spotting feature differentiating SD60M production is the inclusion of a three-pane windshield (known as the "triclops" look, which came first) or this two-section windshield (introduced in 1991). Athearn offers both windshield styles for its Genesis-series HO-scale SD60M (a new release of triclops SD60Ms is due in May from Athearn). Conrail bought 75 (5500–5574) and the



Above and Right: This release (announced in April 2021 and delivered during the second half of 2022) includes CSX and Union Pacific, in addition to the blue Conrail Quality scheme and orange Buffalo & Pittsburgh SD60M models shared in this review.



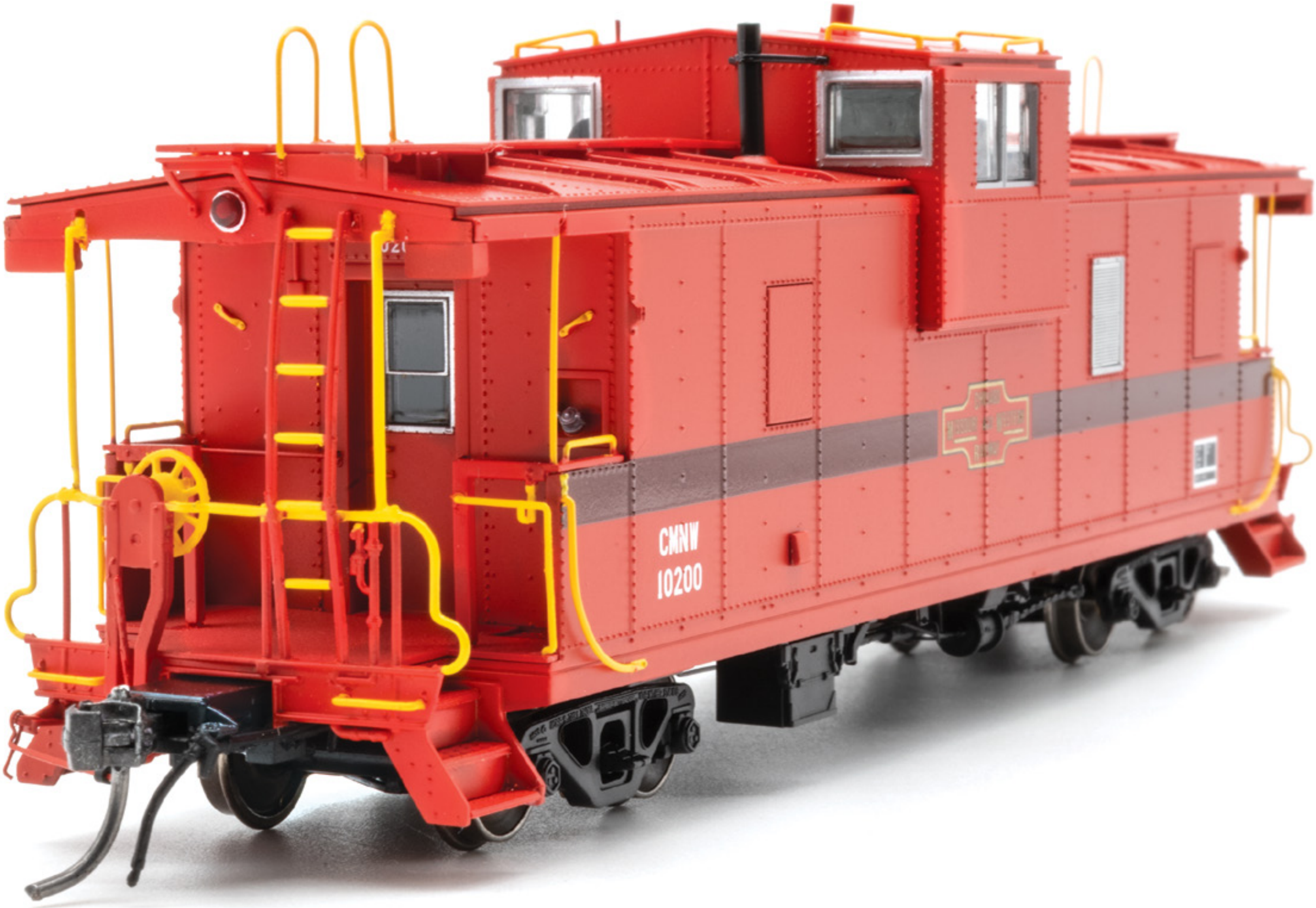
Genesee & Wyoming-livery Buffalo & Pittsburgh (BPRR) release reproduces an SD60M that was originally owned by Conrail. In the case of BPRR 3889, this unit was Conrail 5543, moved to CSX's roster (as 8773) in the 1999 split of Conrail between CSX and Norfolk Southern, and then went over to dealer Larry's Truck & Electric as 8773, before getting its bright orange dress for BPRR in 2020. These two examples were early production models shared by Athearn with *Model Railroad News*. You'll note the cab shades appear to be missing from the Conrail example. Beyond that item, these SD60M models included excellent paint and lettering and the build quality looked very good. In comparing photos of the other road numbers offered, I noted Athearn includes a slight variation to the Buffalo & Pittsburgh paint with BPRR 3887 featuring a dark cab roof hue versus the light color observed on this review's 3889 and the other road number offered, BPRR 3890. This intricacy in paint variation (in addition to detail variants) continues to set the Genesis line at the top of the hobby's game for attention to detail and realistic renditions in HO scale. MRN



Right: Loaded with details, check out the spare knuckles mounted on the outer sides of the rear pilots. The body-mounted McHenry plastic knuckle couplers checked out within the desired range for coupler height on both examples.

Way Car for a Weary Railroad

Tangent Scale Models Chicago, Missouri & Western caboose



Above: The beautiful Tangent Scale Models IC/ICG Centralia Shops caboose is a stunner in ICG orange and is just as impressive in CM&W's corporate red and maroon scheme. Look closely at the initial and number of this piece of equipment. The initials "CMNW" (without ampersand) were standard for all rolling stock on CM&W. This caboose offering lacks absolutely no detail, with the proper early Stanray roof, cut off stove pipe, and modified cupola windows. The colors are true to form, as in the operation of this caboose on the test track.

Review by Ryan Crawford
Model Photos by Tony Cook

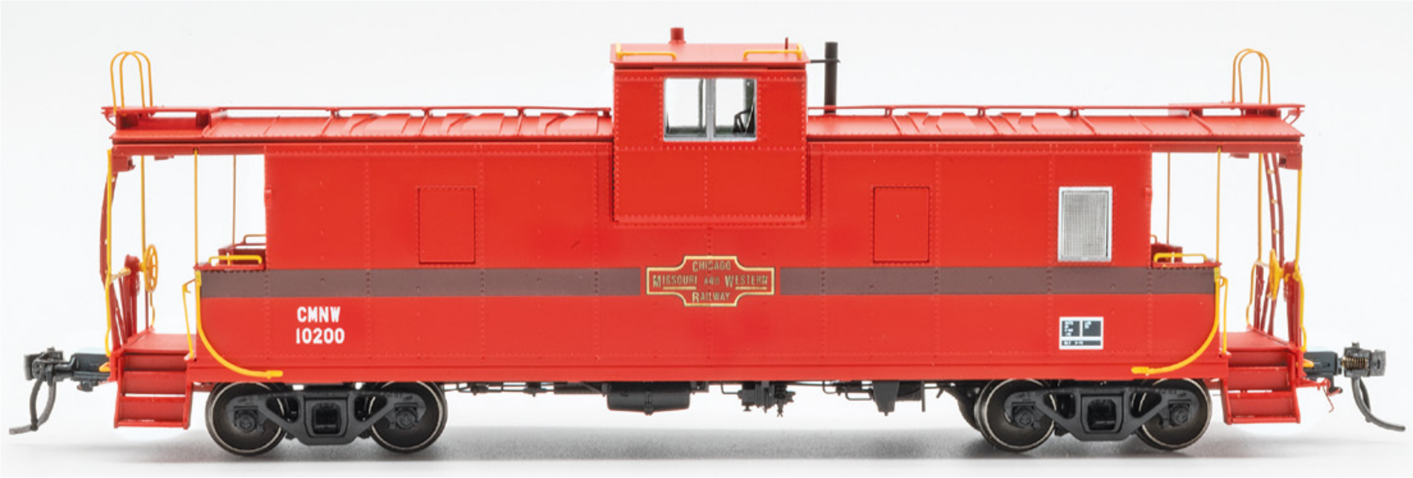
Tangent Scale Models HO-scale
IC Centralia Steel Wide-Vision
Caboose – Stanray Roof
CMNW 10200 Red Repaint 1988+
60215-01, MSRP: $119.95

Tangent Scale Models
tangentscalemodels.com

As the year 2022 came to a close, the model train community was bombarded by jaw-dropping announcements from several of the nation's model train manufacturers. One of the most exciting announcements was of Tangent Scale Models' HO-scale Illinois Central (IC) Centralia Shops wide-vision caboose. The iconic IC Centralia Shops caboose was one of the most distinctive pieces of rolling stock to ever hit the rails, with its long platforms, wide-vision cupola, and other amenities. This review will discuss the unique IC Centralia Shops caboose and how this home-built design became part of a dozen cabooses rostered by newly formed regional railroad Chicago, Missouri & Western (CM&W) in 1987.

Brief Centralia Caboose History

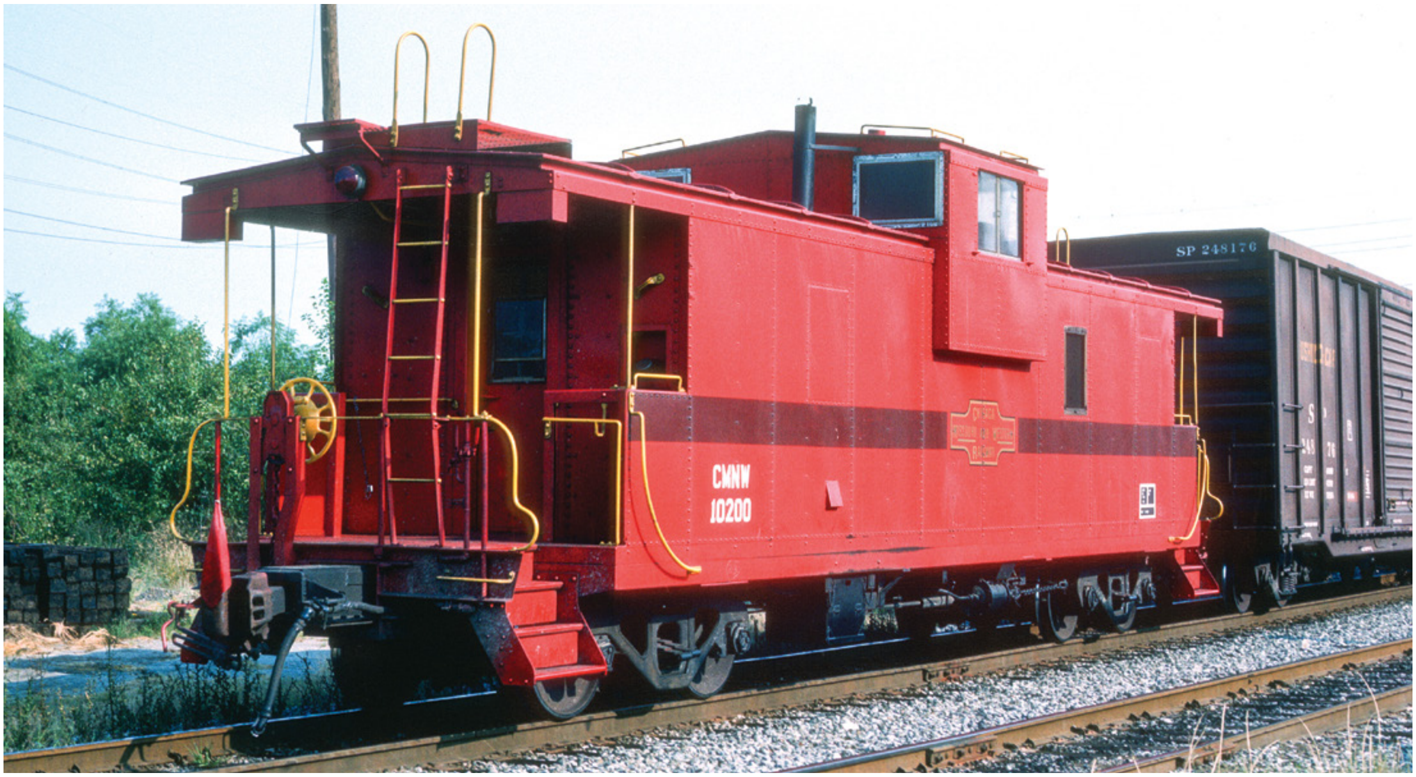
According to Tangent Scale Models' website, in the late 1960s Illinois Central began building steel cabooses at its shops in Centralia, Ill., to replace older wood side-door cabooses. A test group of 50 emerged in 1966

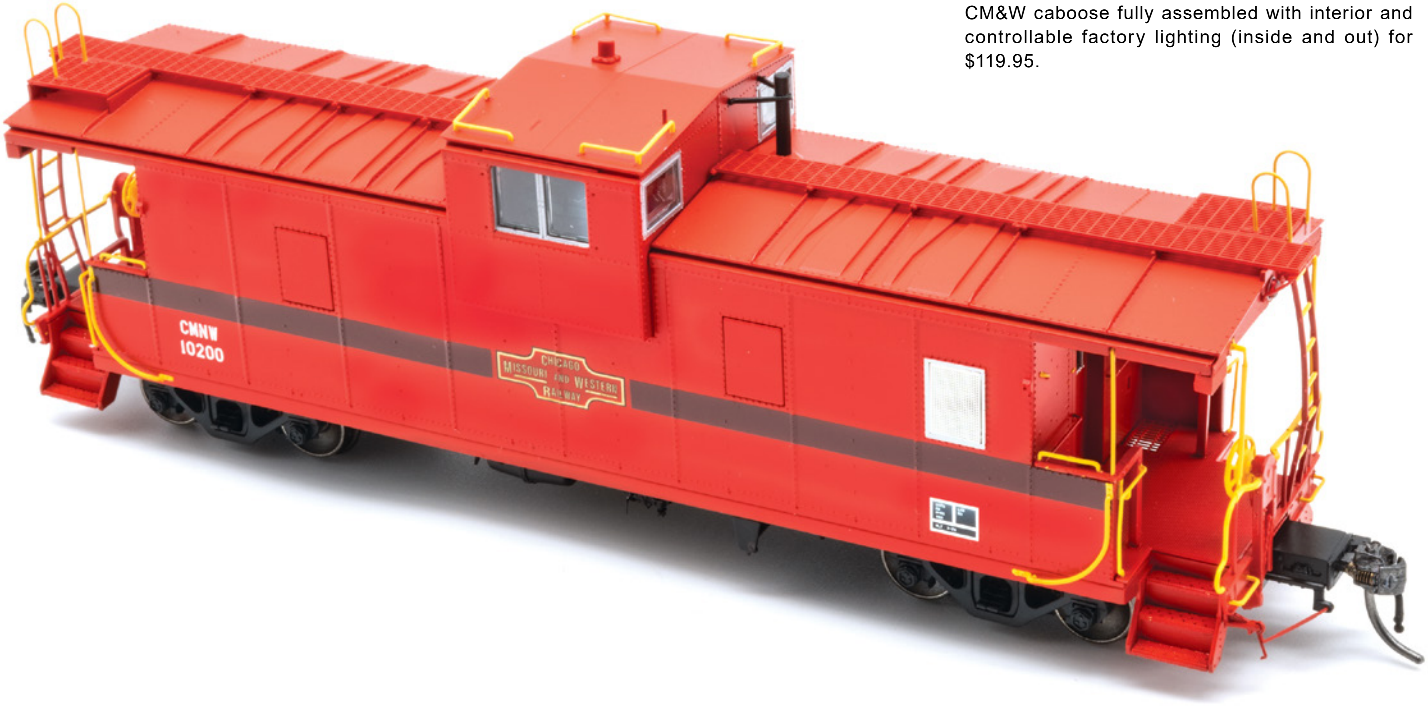


Above: *Model Railroad News*' review sample of CM&W 10200 was assembled properly and was ready to go right out of the box. The first thing I noticed was the excellent color rendition and the well-executed printing of the herald. Chicago, Missouri & Western utilized the old Chicago, Aurora & Elgin design for its corporate logo. Notice several IC/ICG applied details that remained on this caboose during CM&W's existence: the can antenna on the cupola, the correct 24-inch draft gear painted black, the side windows blanked out, and a screen covering the bathroom window.

Below: Had CM&W's fortunes been brighter, 10200 would likely have had several fully painted siblings. The model's prototype brings up the rear of train IHSL (Indiana Harbor Belt to E. St. Louis) at E. St. Louis on September 13, 1988. Tangent Scale Models really outdid themselves with this release as the rear end marker light functions with an easy wave of the Tangent-supplied magnetic wand.— *Daniel M. Schroeder photo, Kevin EuDaly collection*

with riveted-design bodies, smooth welded roof, and plain bearing trucks. The road outsourced an additional 50 welded-design cabooses in 1968 with Darby Corporation building this group. IC shop forces returned to the way car effort in 1970 creating this distinctive wide-vision, extended-platform design caboose and applying a Stanray-made reverse-diagonal panel roof (this is one of the prototypes for Tangent's HO replicas in this initial offering). After success with its 100 cabooses in 1970, Illinois Central Gulf (created in August 1972 combining IC and Gulf, Mobile & Ohio) built another 100 cabooses of similar design but possessing a Pullman-Standard "bow-tie" panel roof (the second major prototype focus of Tangent's production). Tangent Scale Models has replicated several of each type in this first release, which are decorated in nine paint schemes covering several roads, plus painted and unlettered examples wearing IC/ICG orange (these unlettered models were a huge hit and sold out almost immediately). This review will focus on a unique prototype within this first Tangent offering, Chicago, Missouri & Western 10200. This caboose represents the only ex-IC/ICG caboose painted in CM&W's short-lived corporate colors. The other 11 Centralia cabooses purchased by CM&W toiled on in their ratty and faded IC/ICG paint until the regional quit operations two and a half years later.





Below: Tangent Scale Models delivers its HO-scale CM&W caboose fully assembled with interior and controllable factory lighting (inside and out) for $119.95.

A Short History of CM&W's Short History

To help readers better understand how this caboose prototype and replica became reality, let's hit the high spots concerning the operation of this Midwestern regional railroad that limped along for a few years in the late 1980s. Chicago, Missouri & Western Railway was part of Venango River Corporation which then owned and operated Chicago, South Shore & South Bend Railroad. Venango's leaders were intrigued by the idea of combining CM&W and CSS&SB to compete for line haul traffic to and from Chicago, Kansas City, and St. Louis. Illinois Central Gulf, during its spin-off mania program of reducing its system to a core Chicago to New Orleans route, sold 633 miles of former Gulf, Mobile & Ohio territory (from Joliet to East St. Louis and Springfield in Illinois to Kansas City) to Venango River on April 28, 1987, creating this new Chicago, Missouri & Western regional railroad. This trackage was known as the Alton Triangle and the new CM&W was largely made of Chicago & Alton Railway (that merged into what became GM&O in 1947). Unfortunately, CM&W was financed to the hilt and immediately struggled to generate carloads, secure existing traffic, maintain its infrastructure, and pay its bills. In the first few months of operations, the road acquired secondhand locomotives and cabooses, all in states of disrepair. Road power arrived in the form of 26 Western Pacific GP40s and 27 Penn Central/Conrail GP38s; a former ICG GP38AC was added to the roster when it was discovered that PC GP38 2035 was unserviceable. These four-axle Geeps were supplemented by seven former Pittsburg & Lake Erie SW1500 switchers. For cabooses, CM&W relied on secondhand equipment, purchasing eight from Santa Fe and 12 from ICG (see accompanying chart for details on the dozen ex-ICG cabooses in CM&W's roster).

CM&W continually failed to meet its obligations to creditors, and the regional filed for bankruptcy on April 1, 1988. At this time, the railroad became much leaner and more focused by discontinuing some trains and establishing tighter schedules, using less equipment to help offset the financial losses. Because CM&W was continually in financial jeopardy, the railroad's painting efforts to establish its image were limited to one former ICG caboose (10200), two former Santa Fe cabooses (10216 and 10218), and three locomotives (GP38 2036 and GP40s 3021 and 3025). This collection of equipment received an attractive Chicago & Alton inspired scheme. It should be noted that CM&W did repaint other locomotives at a later point in time, with several units painted in a black and yellow look similar to Nickel Plate's diesels.

Throughout 1988 and into 1989, the railroad did make financial headway under the direction of bankruptcy court-appointed Trustee Daniel Murray. In fact, one area of business that blossomed throughout the short life of CM&W was intermodal traffic. The reason for this was excellent rates offered to shippers in lieu of replacing the railroad's fragile infrastructure (lighter intermodal loads didn't derail like loaded grain hoppers did on weak right-of-way). As CM&W seemed to rebound, it was still under intense pressure from creditors and a decision was made to sell the railroad. On November 9, 1989, Southern Pacific purchased the Joliet to East St. Louis portion of CM&W. In the interim, CM&W continued to operate the remaining Springfield, Ill., line connecting to Kansas City, Mo., and East St. Louis, Ill., until January 10, 1990. After this date all the CM&W equipment, including the cabooses, were conveyed to Gateway Western, a new Midwestern regional now in control of CM&W's western lines.

Tangent's Impressive Caboose

Tangent Scale Models' IC/ICG Centralia Shops caboose offering was a welcome surprise to me and many others. This model helped fill a huge void for operators and collectors due to the fact that, to this point, examples were limited to brass (imported years ago by Overland Models) and uncommon craftsman-level offerings. The prototype cabooses seemed to be everywhere in the Midwest, especially after the ICG spin-off sales to new regional operators and the selling of these cabooses on the used equipment market.

Model Railroad News' sample model, CM&W 10200, was packaged in a sturdy cardboard box measuring 9 in x 3 in x 5 in with the caboose securely cradled in a clamshell surrounded by dense foam. There's no doubt that Tangent went out of their way to create a secure container for these well-detailed caboose offerings. Inside the box there is a nice, one-page (7 1/2 in x 10 3/4 inch) instruction and information manual that explains the history of these iconic cabooses, use of the included magnetic wand, and warranty information. There's also a small parts bag with several red/green HO-scale paddles for end of train classification and end of train marking; however, CM&W normally used only the FRA flashing light for end of train distinction. I will discuss the magnetic wand and the operating marker lights later. If your caboose needs warranty service, it is highly recommended that you allow the Tangent staff to handle any warranty disassembly as the cabooses are delicately assembled with lighting and electronics.

Tangent Scale Models' replica of CM&W 10200 is awesome in its proper red hue with the wide maroon horizontal band running the length of the car body. The one item that immediately caught my eye was the impressive herald which is replicated exactly as it was on the prototype. CM&W's corporate herald was "borrowed" from Chicago, Aurora & Elgin which, ironically, was a sister company to Venango's CSS&SB in the Samuel Insull Electric Utility empire. The herald is correctly colored with maroon and gold borders with gold lettering. The typeface of the white initials and numbers was impressive and they are located accurately in the lower left of the car body. The replica includes a three-panel lube or COTS panel on the lower right side of the body which puts this caboose in the 1988 time frame. The handholds and railings are yellow, and the yellow paint looked correct to my eye when comparing this model to photos in my collection. The trucks and underbody are correctly colored black. One neat paint detail was the black coupler draft gear. Some of the ICG cabooses of this design also included black-painted draft gear. What an excellent detail! Interestingly, the end ladders are painted in the same color as the body; however, the rungs of the ladder and the brake wheel are yellow.

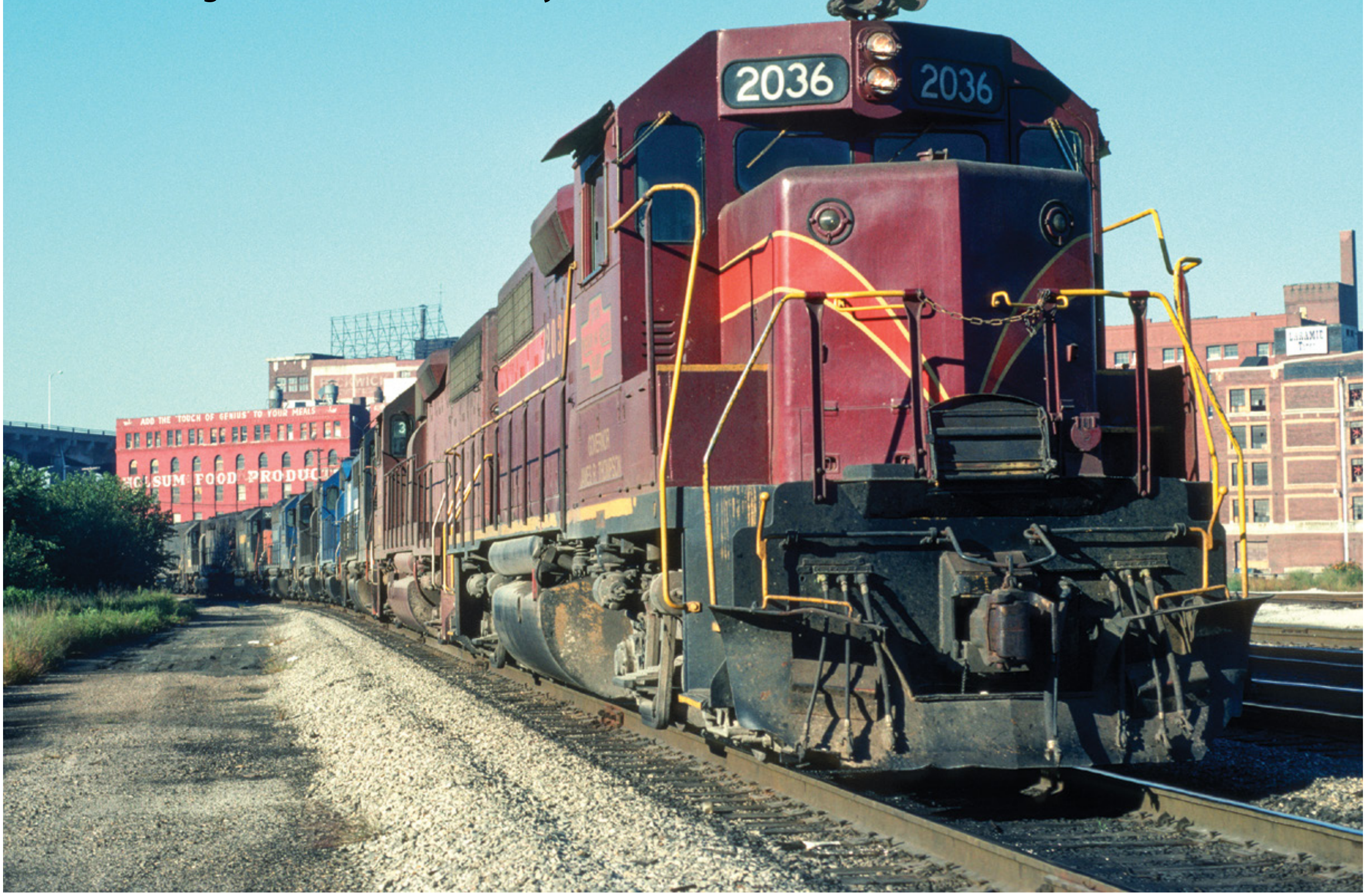
Model Railroad News' sample CM&W 10200 showcases some extra details present on this release. This specific prototype was part of the original Centralia program group in 1970, and the HO caboose possesses a proper Stanray-style roof. I also noticed this release has a cut-down stove pipe which was present on CM&W 10200 when it operated for the regional. The front and rear cupola windows are also of the modified type, with those modifications taking place in the ICG days. The interior of the caboose includes high-back chairs and other interior appointments in 1:87 which really bring this model to life. The details never seem to end on this release as it has the little vent on the lower side of the car body and a screen covering the bathroom window. To round out the magnificent details, it has the proper modified coupler cut lever and the trainline hose with associated details.

continued on page 70

TANGENT
SCALE MODELS
HO Scale
Caboose Replica
ICRR Centralia Shops
Steel Wide Vision Caboose
TANGENT
SCALE MODELS
HO Scale Ready-to-Run Replicas
www.tangentscalemodels.com
Recommended Age 14 Years and Older
Made in China
HO
SCALE
TANGENT
SCALE MODELS
IC Centralia Steel Wide Vision
Caboose - Stanray Roof
60215-01
CMNW Red Repaint
1988+
# 10200

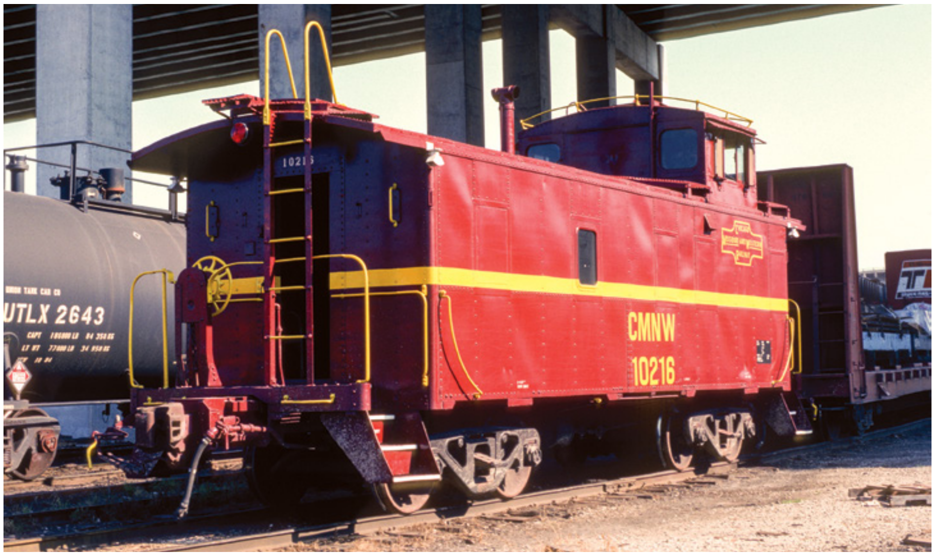
Above: This highly detailed HO replica comes in a handsome, sturdy cardboard box. The model comes wrapped in film and packed in a clear plastic cradle and all securely residing in foam. This is one of many road names offered in this initial production from Tangent Scale Models.

Prototype Profile Gallery
Chicago, Missouri & Western Railway
with images from the Kevin EuDaly collection

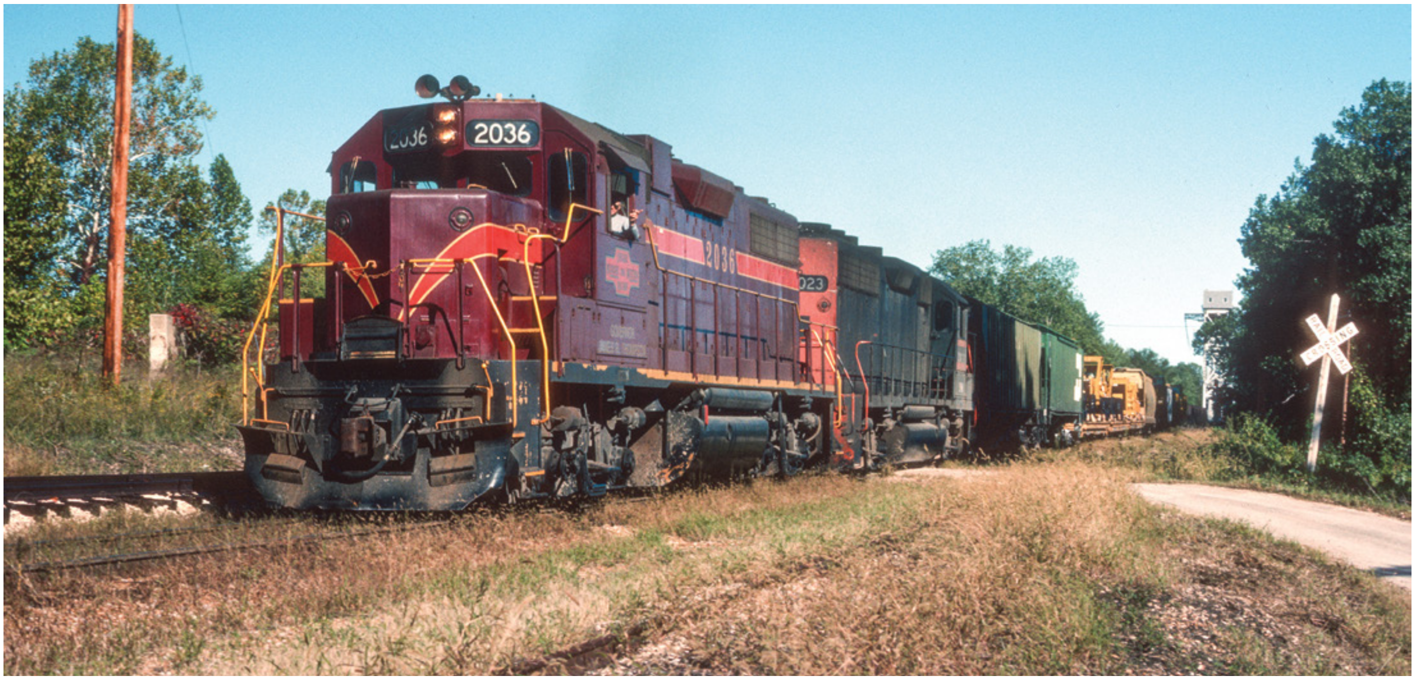


CHICAGO
MISSOURI AND WESTERN
RAILWAY

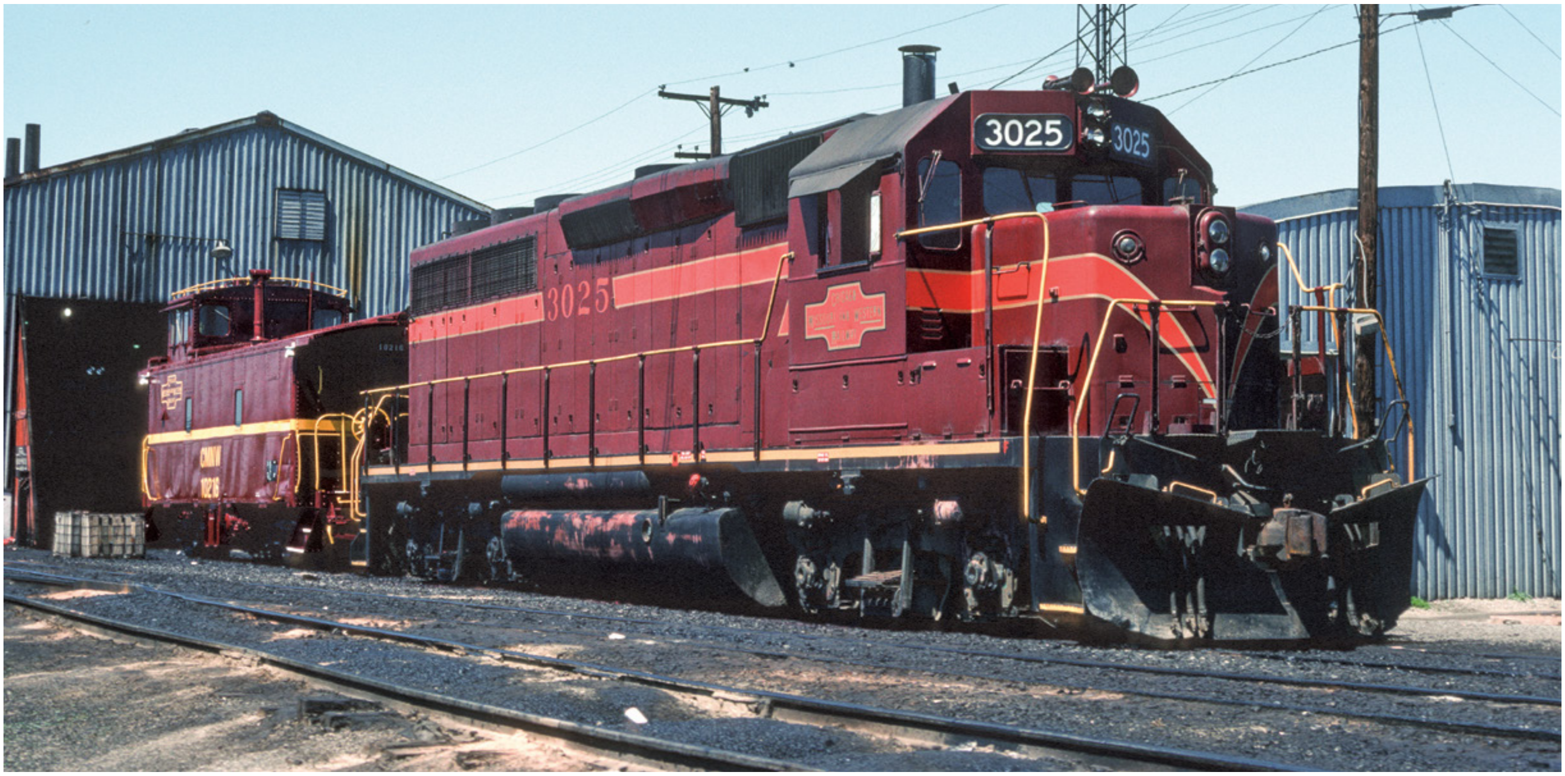
Above: In October 1988, CM&W GP38 2036 leads a massive engine consist at UD Tower in Kansas City, Mo., as train KCSL exits the road's 12th Street yard facility. CM&W's misfortunes included several bouts of equipment failures, mainly its motive power, along with poor infrastructure. It was not uncommon for a road freight to have several units in a consist to ensure its arrival at a terminal. Train KCSL will head east on the Kansas City Terminal's North End Freight Line and reconnect with the original GM&O main line at Rock Creek Junction on Kansas City's east side. — *Mark Hall photo, Kevin EuDaly collection*



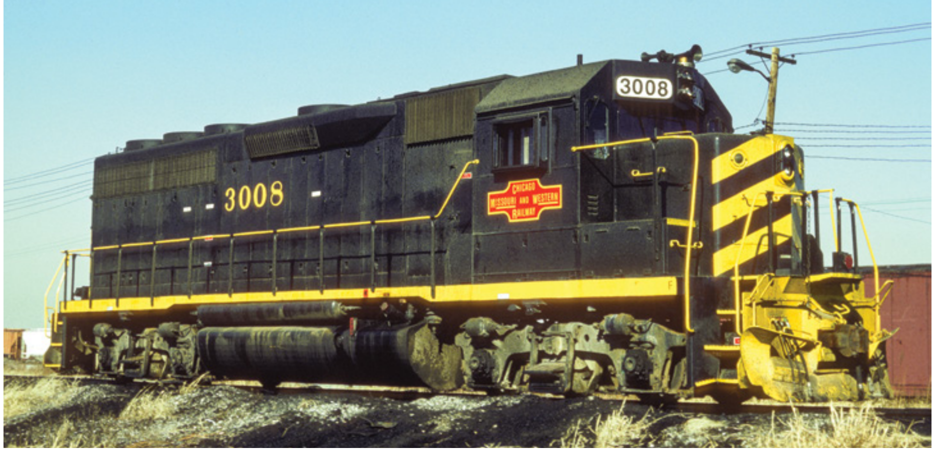
Right: In September 1988, ex-Santa Fe caboose 10216 sits at CM&W's 12th Street yard in Kansas City. It was one of two ex-Santa Fe cabooses on the roster to visit the paint shop. CM&W 10216 was painted by the road's principal shop at E. St. Louis. It carried a stencil herald of gold, gold initials and numbers, and a gold band wrapped around its body. CM&W caboose 10218 was painted in the same maroon but lacked a stripe and carried only white initials and numbers. — *Mark Hall photo, Kevin EuDaly collection*



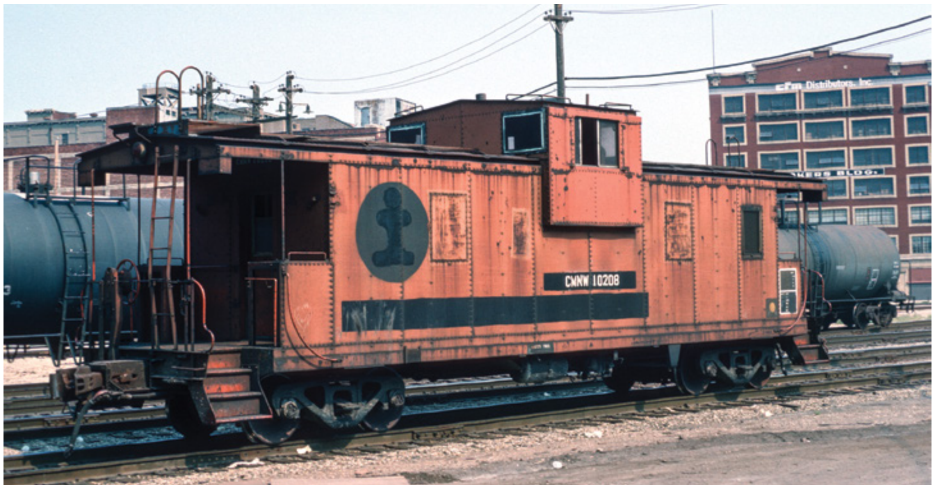
Above: CM&W train SPME (Springfield, Ill., to Mexico, Mo.), with GP38 2036 and ex-WP GP40 3023, limps along the main line at Pearl, Ill., on October 3, 1988. This was the only CM&W GP38 to be painted in the original corporate maroon scheme. It proudly displays the name Governor James R. Thompson on its battery boxes giving a nod to the Illinois politician who helped secure state financing, allowing CM&W and Amtrak to continue operations. CM&W GP40 3023 would spend its entire career on the fledgling regional in its faded WP paint. CM&W utilized GM&O's Ridgely yard at Springfield to classify westbound Kansas City traffic and local cars for Roodhouse, Ill. SPME and counterpart MESP would operate until the end as operational cutbacks were in full swing after the April 1, 1988, bankruptcy. — *Daniel M. Schroeder photo, Kevin EuDaly collection*



Above: CM&W GP40 3025, along with repainted caboose 10216 (ex-Santa Fe), sits outside of the E. St. Louis diesel house on April 19, 1989. GP40 3025, one of two GP40s painted in the maroon scheme, differs slightly from 3021 and GP38 2036 as it has red road numbers on the car body. This was cause for concern as it was difficult to see at night. The gold road numbers applied to 2036 and 3021 were much easier to read. — *Daniel M. Schroeder photo, Kevin EuDaly collection*



Right: On January 6, 1990 (four days before investment firm Wertheim Schroder purchased CM&W's western appendage with the financial backing of Santa Fe), GP40 3008 basks in the sun at E. St. Louis. CM&W 3008 represents one of four GP40s (including 3013, 3014, and 3019) repainted in the black and yellow scheme. This would remain the basic livery after Gateway Western took over operations. In fact, GP40 3008 remained in this scheme until the end of the Gateway Western era, with only a round Gateway circle herald replacing the original CM&W logo on the cab. A couple of things to note concerning 3008 are the horn with a missing piece and the small plow. — *James DuBose photo, Kevin EuDaly collection*



Left: Modelers could have a field day with Tangent's new offering as a perfect platform for a patched CM&W caboose with heavy weathering. Caboose 10208 (former ICG 199588) shows the appearance and condition of these veteran way cars as they moved from Illinois Central Gulf ownership to the new regional road. This is an example of the last 100 built with the Pullman roof. — *Mark Hall photo, Kevin EuDaly collection*

continued from page 67

On the Test Track

Chicago, Missouri & Western 10200 was equipped with a flashing FRA light on both ends. Tangent's offering replicates this detail well and it does flash. A fun and easy part of these Tangent offerings is that you can open the box and immediately place the model on your track and away you go. Absolutely nothing needs to be done, as it is truly a ready to operate model. When I was evaluating the model on my home layout, I placed the caboose on the main line, turned on the power, and waved the Tangent-supplied magnetic wand over the roof. There's a magnetic switch located just under the rooftop on each end. If the power is on, the FRA light will blink and it looks very realistic. Tangent calls this their "no fuss" circuitry. It should be noted that the caboose lighting functions will work under Digital Command Control and/or standard DC. The coupler height and wheels checked out fine with my NMRA gauges, and at 5.3 ounces the model tracked well and operated smoothly through #4, #5 and #6 turnouts.

Final Thoughts

With see-through tread plate and excellent end platform details, proper antenna, and prototype specific paint schemes, it's no surprise that this latest Tangent release is a hit. As for me, I took advantage of the chance to order an IC/ICG orange unlettered sample with the Pullman-Standard roof option, which is slated to become ICG 199438 after a visit to my workbench. This caboose was used by Illinois Central's Springfield, Ill., road switcher in the late 1980s, thus complementing my 1989 Chicago & Illinois Midland layout with IC being a connecting carrier. With so many schemes offered in this first run, you don't have to be an IC/ICG modeler to join in the fun as CM&W, Mid-South, Canadian National, and IC (new-image gray from the late 1980s) are all included. Tangent Scale Models deserves kudos for producing an awesome IC/ICG Centralia Shops caboose in plastic that we all can appreciate. MRN

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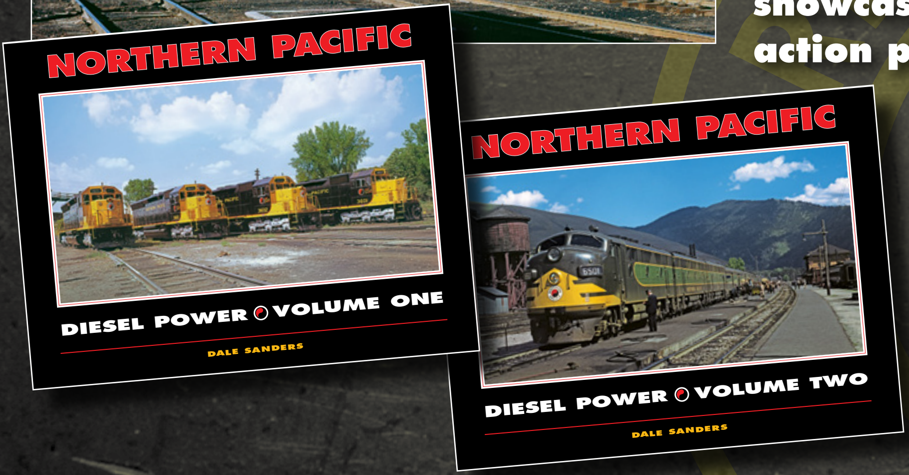
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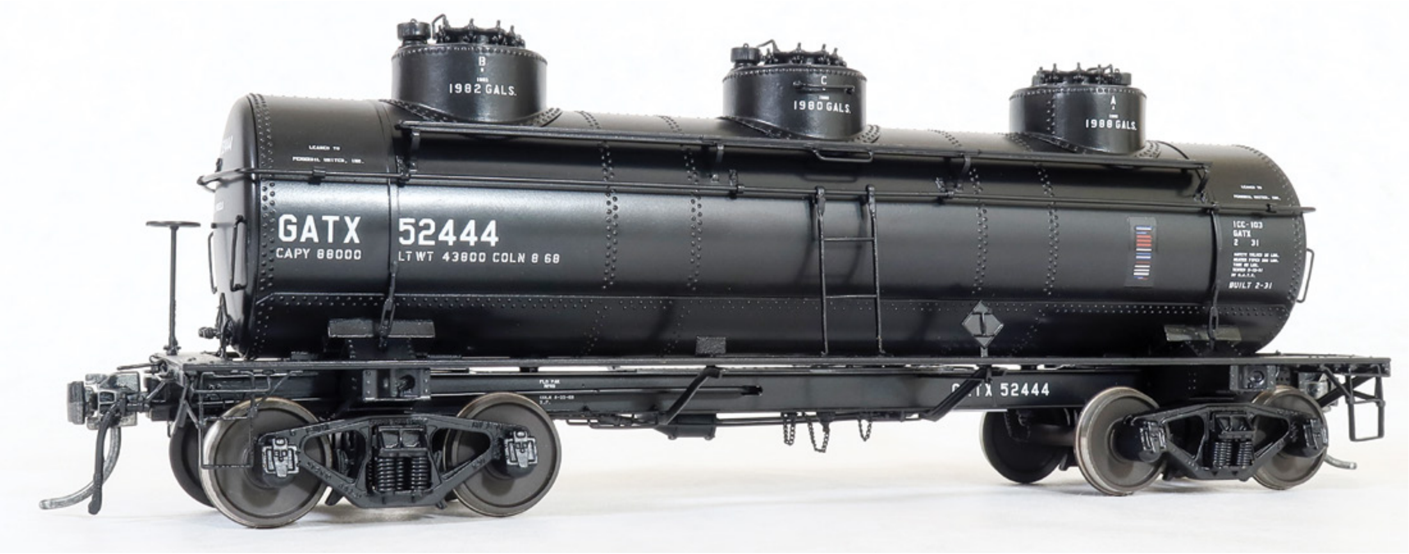
Review O

Going Big in Brass

Tangent Scale Models' three-dome in O



Above: This brass tank car replica is Tangent Scale Models' first endeavor with 1:48 model railroading. There are six decorations, multiple road numbers, and 2-rail and Proto-48 versions available.

Review by Keith Jordan

Tangent Scale Models Proto-48 scale General American 6,000-gallon three-compartment Tank Car

GATX 52444 "Black Lease" 1968+ Proto-48
P48-11512-02, MSRP: $524.95

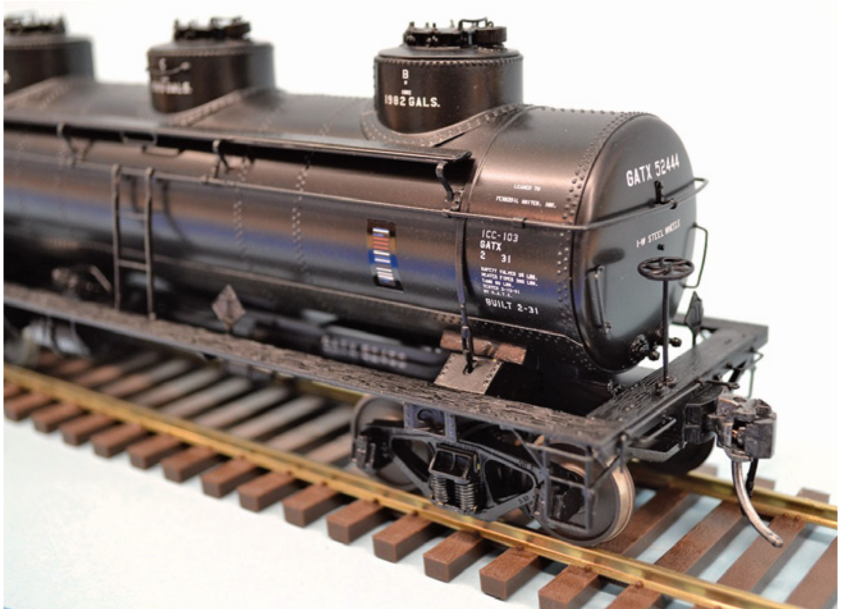
Tangent Scale Models
tangentscalemodels.com

In December 2022, Tangent Scale Models surprised the O-scale model community by announcing their first quarter-scale (1:48) freight car: a 6,000-gallon, three-dome tank car based on prototypes manufactured by General American.

Tangent is well-known by HO modelers as providing highly detailed, fully painted, ready-to-run freight cars since 2007, when they debuted with a Pullman-Standard 4,740-cubic-inch modern-era covered hopper car replica in 1:87. Since then, they have manufactured more than 30 different freight cars, including tank cars, hoppers, flatcars, gondolas, boxcars, and cabooses. One of Tangent's business tenets is they don't announce a model until it is truly available, that is, in stock and ready to ship. That's something modelers should truly appreciate.

With their first foray into the O-scale market, Tangent chose to manufacture this tank car in brass. This medium, versus a plastic car, allows for a smaller number of cars produced. Founder and president David Lehlbach explained that the cost of tooling of a plastic car can run into the low six figures, and even considering a generous retail price, wouldn't generate returns fast enough to minimize substantial risk. Typically, there's a two-year lead time on development and tooling as well. While producing a car in brass can lower the risk for the manufacturer, it does raise the selling price of the car. In a recent conversation, owner David Lehlbach was asked if 3D printing would be a viable and lower cost option. Dave responded that he didn't think so, describing the 3D printing process at present as possessing a whole host of complications and limitations. That's not to say this format won't be viable in the future, just not at the present for the types of items (freight and passenger cars) being produced, and at the quality level and quantities Tangent would require.

The tank car replica represents a General American 1928-designed, 6,000-gallon, three-dome example. From the Tangent website: "General American produced the three-compartment 6,000-gallon tank car on the 'Type 30' riveted underframe from 1928 to 1942. While General American constructed many different tank designs, one of the more common derivations was this 6,000-gallon car. The three-compartment design allowed consignees to receive up to three different grades of products, such as oils or chemicals. This was important in manufacturing facilities, for example, where multiple lubricating oil types could be received in smaller quantities, but within one car. Chemical shippers also gravitated to these cars to ship different products to a common receiver. Because many of these products were purchased by consignees in various grades, multi-compartment cars were necessary. Examples of commodities these multi-compartment cars hauled: Linseed oil; Silicate of soda (made with caustic soda and sand) sometimes



referred to as sodium silicate; Printing ink; Lubricating oil; Motor oil; Gasoline; Tallow; Varnishes; Acids; Solvents; Alcohols; Acetates; and Vegetable oils. These tank cars were extremely long-lived, lasting well into the 1970s and 1980s with virtually no modifications."

That last sentence is something to remember; tank cars typically had long lives, so the majority of modelers can plausibly have one or more of these cars on their layout.

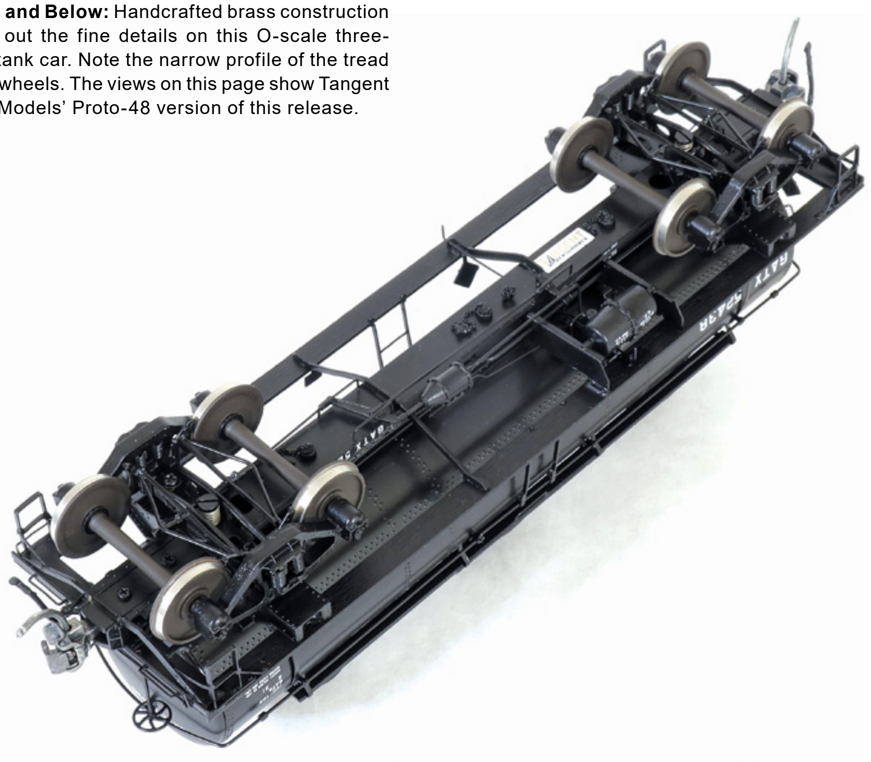
The 1:48 tank car is exquisitely rendered in brass by SamTech, with lots of fine detail. The body of the tank car has the correct rows of rivets, slightly offset from each other, just as on the prototype. Note that multi-dome tank cars typically have two circumferential rows of rivets between the domes, showing where the inner ends are for each compartment. Tank cars are wonderful models to exhibit the largely free-standard air brake arrangements. The review sample, lettered as a late-date version, has the correct AB brake gear, all on the same side of the car. The AB valve is above the emergency reservoir and even has the "bleed rod" extending to each side of the car. There are three bottom outlets, each with a delicate chain attached to the cover. The running boards are etched to show the grain of the wood, as are the boards above the end sills. A nice touch is the grain showing on both sides of the boards. The manway ("hatch") covers atop the domes are rendered delicately with all of the "dogs" holding them down. Each dome has a frangible disc, when ruptured, would allow built-up tank pressure (and gas) to escape on the prototype. Placard holders are at opposite corners of the car, and at the car sides to the right of the walkway ladder. Railings and grab irons are scale.

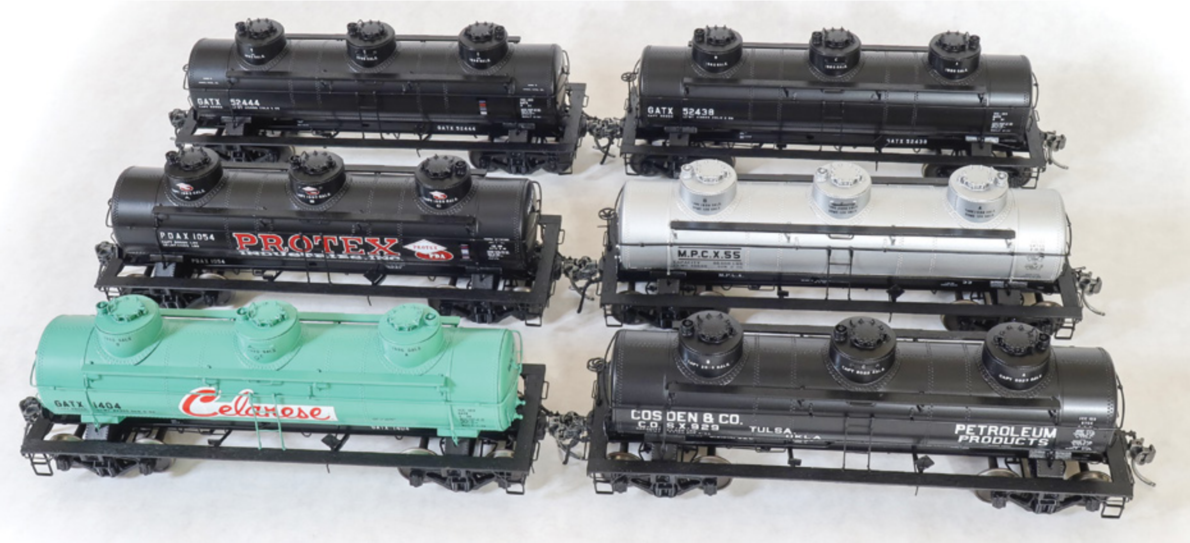
Each car is equipped with either OW2 ("regular" O scale) or Proto48 trucks, representing the prototype's 50-ton AAR spring-plank trucks, complete with brake beams and shoes. Tangent decided to concentrate on the OW2 and P48 markets, but not 3-rail, as too many modifications would have to have been made to the model. Currently, Tangent is not offering the trucks separately, due to costs, but possibly will in the future.

Each car is fitted with Kadee's no. 740 Type-E coupler, making it truly ready-to-run. The draft gear opening appears to be of scale dimensions, is riveted along the sides, and the draft key is modeled. The striker plate is correct. Tangent states that Protocraft's Type-E coupler (popular among P48 modelers) is a drop-in replacement, which is nice. Aside from the magnetic "glad-hand" of the Kadee coupler (used for automatic coupling/uncoupling operation and which can be cut off), it looks prototypical.

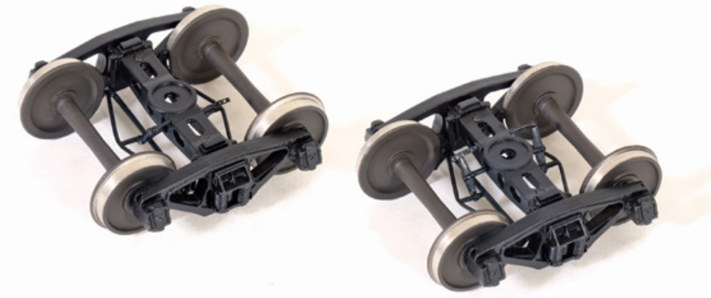
The car is painted a low-gloss black and is fully lettered, not decaled, using the appropriate typeface per prototype. Early cars were lettered differently than later cars and used a serif typeface, while later cars used a sans serif lettering style. The center sill is lettered appropriately with the reporting marks and car number, along with repack data. The review sample has 1968 date data, which is appropriate,

Above and Below: Handcrafted brass construction brings out the fine details on this O-scale three-dome tank car. Note the narrow profile of the tread on the wheels. The views on this page show Tangent Scale Models' Proto-48 version of this release.





Above and Below: Tangent Scale Models delivers its first 1:48 release in the same format as it has provided its many excellent releases in other scales over the years: decorated, fully assembled, and ready for service. The replica comes in 2-rail O-scale (wheels shown below on the left) and in Proto-48 style with narrow wheel tread.



along with an ACI label. Each dome is separately labeled A, B, or C shows the gallonage of each compartment. The only lettering that could be considered "missing" were the reporting marks and car number on each truck bolster, but that was not consistent across all car types and owners. Paint schemes offered are GATX "black lease" 1958 and later; GATX "black lease" 1968 and later; COSX "Cosden & Co. Tulsa Okla" 1929 and later; MPCX "silver and black" 1935 and later; PDAX "Protex Industries" 1969 and later; GATX "Celanese" green 1952 and later; and undecorated "all black" no lettering 1929 and later. The schemes are available in both OW2 and P48 truck configurations.

A nice touch is the trucks and wheels are fully painted, in a brownish-black color, with only the wheel tread unpainted and polished. This is especially striking in P48 when one realizes just how narrow the prototype wheels are. The color captures the grimy look of the real thing.

Some will flinch at the model's price, $524, but the O-scale market isn't likely to get this or any other new car, with this level of detail, in any other medium. According to other brass manufacturers, the price is in line with what they would charge for a similar freight car. According to Tangent, the price of this car was dictated by production costs and their requirement of a high level of detail and finish. It would appear that O-scale modelers had better start saving (or dig a little deeper into their pockets) for new models on the horizon, whether from Tangent or other manufacturers.

Photographic evidence shows the cars lasted well into the 1970s, making the model a good choice for not only steam-era modelers, but early second-generation ones, too. The three-dome version makes it a natural for smaller businesses that are represented on many layouts.

As Tangent assesses this new (for them) market, it's hoped that modelers respond favorably and in turn, sales leads to other projects, including ones that Tangent have previously done in HO and could be translated into O scale. At the moment, Tangent has no future announcements, but they've hit a home run with this model and it will be interesting to see what they do next. MRN

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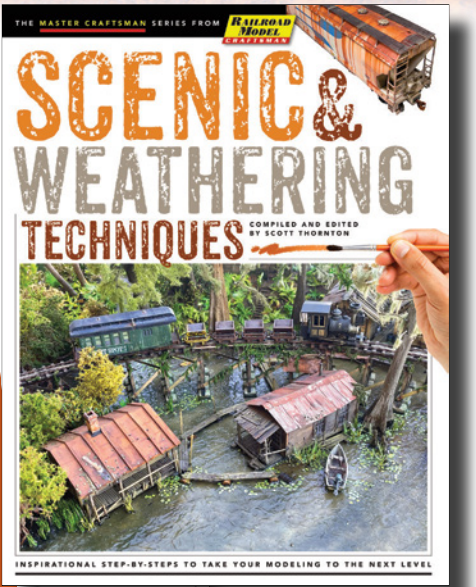
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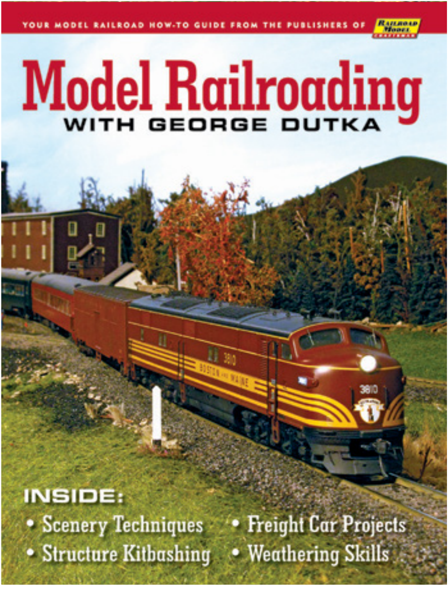

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Round 2 announces new releases for HO and N from Classic Metal Works

Above: Classic Metal Works delivery trucks come in single-model HO release featuring a 1957 Chevy truck design, while N offerings provide two vehicles featuring a 1954 Ford truck design.

Below: In addition to Sprite, this release includes Fanta and B.F. Goodrich-decorated box delivery truck models. The models shown below for Fanta and B.F. Goodrich are HO versions.

HO & N — Round 2's Classic Metal Works brand has several new items available in April. The new HO-scale vehicles include three 1957 Chevy box delivery trucks. Two offerings (Fanta and Sprite) include refrigeration units up front over the cab, while the B.F. Goodrich model is a standard non-refrigerated version. These assembled vehicles (which carry a $23.99 suggested retail price) come with separate side mirrors for user to install. A similar series of N-scale vehicles is available in two-pack release retailing for $31.99. A 1954 Ford truck serves in the N-scale offerings.

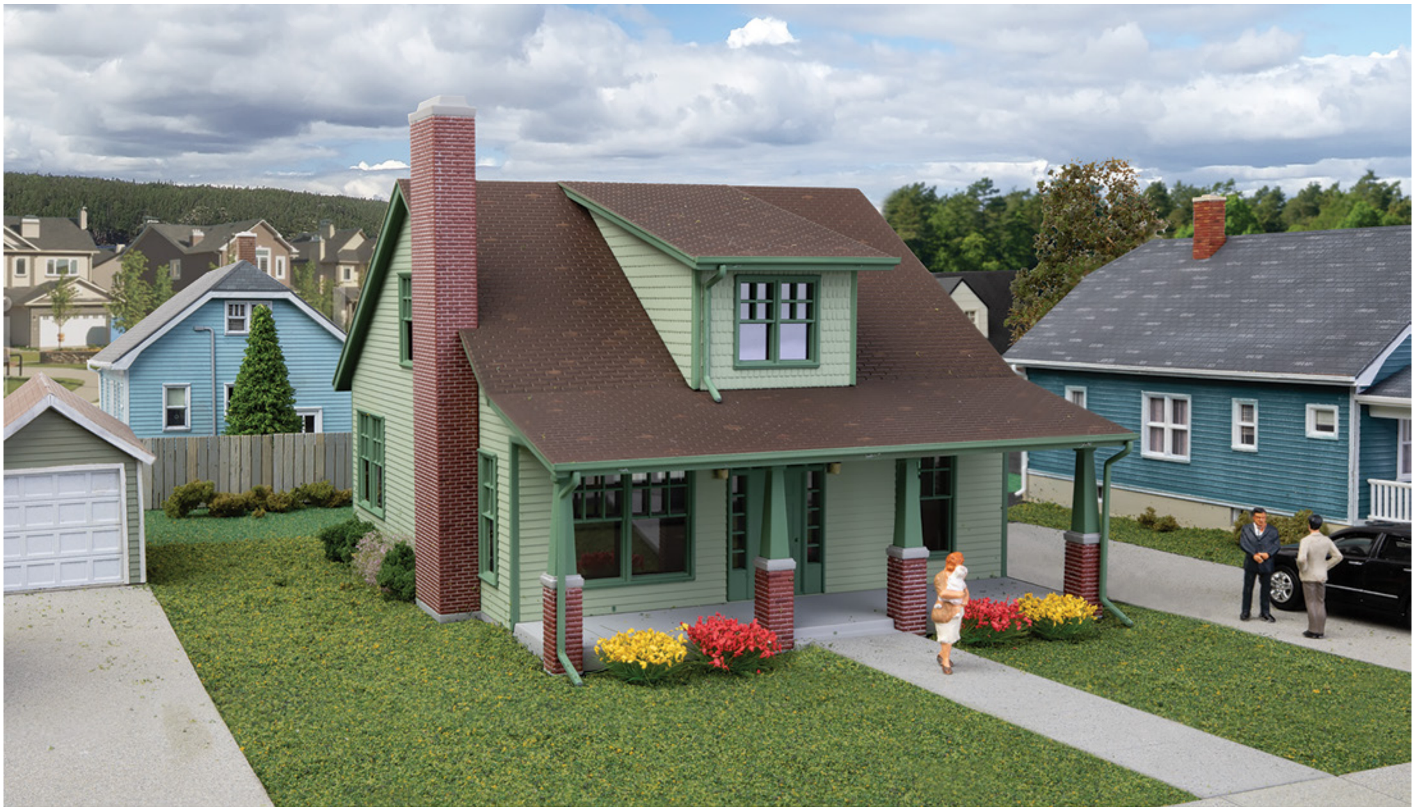
In addition, Classic Metal Works has two 1954 Ford tanker truck offerings available in HO and N. The decorations present Conoco and Union 76. The N-scale models come in a two-pack for $31.99, while the HO tanker truck is single model release listing for $23.99.

Classic Metal Works' 1974 Buick Estate station wagon returns with taxi and fire chief decorations in HO and N (both scales retail for $21.99 with the 1:87 release being a single model and the 1:160 coming as a two-pack set).

There are three new 1940s Chevy pickup releases (each retails for $21.99) from Classic Metal Works: Standard Oil, Red Crown Gasoline, and a non-lettered brown with cream model.

Round 2 Corp., round2corp.com

Wathers Cornerstone Craftsman Bungalow in HO



HO — The all-new HO kit from Walthers Cornerstone reproduces an architecture look common in American home building from the 1900s to the 1920s. This two-story Craftsman Bungalow (933-3797) includes molded siding details, shake shingle siding on the upper story dormer, detailed front porch, and many details like non-working lights, downspouts, gas and electric meters, and more. Walthers suggests this new release is a good fit with its existing American Bungalow (933-3787) and Modernized Bungalow (933-3791) offerings. The kit includes plastic parts molded in five colors, easy-to-follow directions, and lists for $47.98.

Wm. K. Walthers, Inc., walthers.com

Above and Below: This new HO-scale Walthers kit release is shown assembled, painted, and weathered. The release comes molded in five colors of plastic, is available now, and retails for $47.98.

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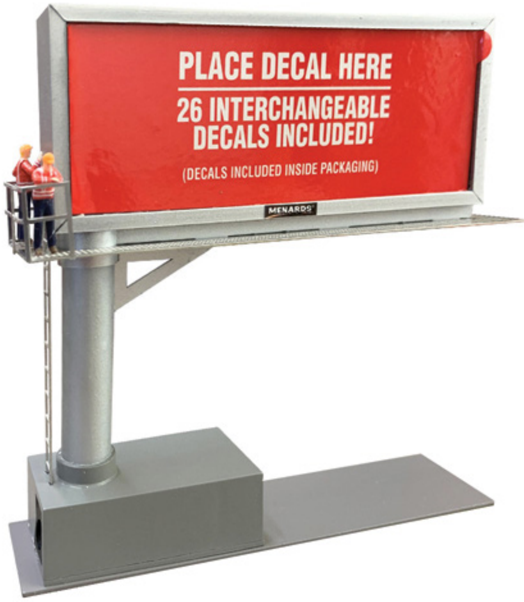
Menards Collectibles adds lighted billboard in HO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HO — Menards Collectibles adds a pre-lit, prebuilt billboard accessory to the company's line of HO model railroading releases. This all-new billboard comes with 26 colorful and interchangeable inserts for the advertising message. The assembled billboard includes 16 LEDs for illumination of the billboard panel. Included with this release, which sells for $19.99, are two decorated HO workers, a walkway with metal grate texture, ladders, and base for easy placement on your railroad. The illumination requires a separately supplied 4.5-volt power source. The base, secured by screws, can be removed if desired. You can order this accessory and have it delivered to your nearest Menards location with no shipping cost, or for a shipping fee delivered to your door.

Menards Collectibles; menards.com

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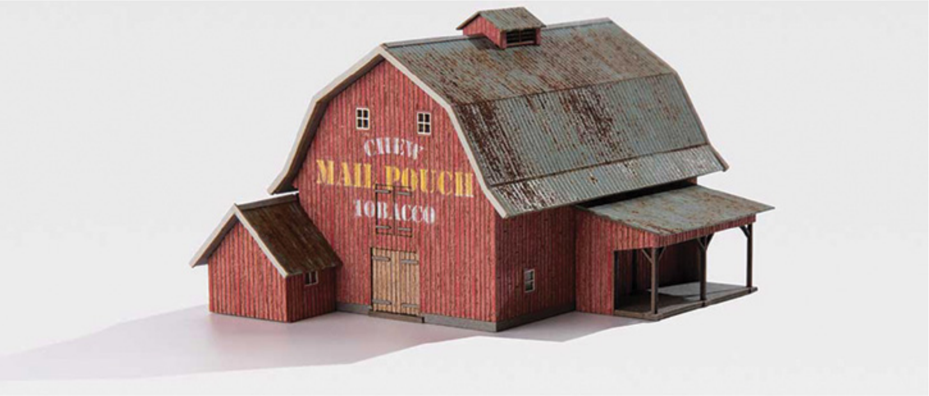
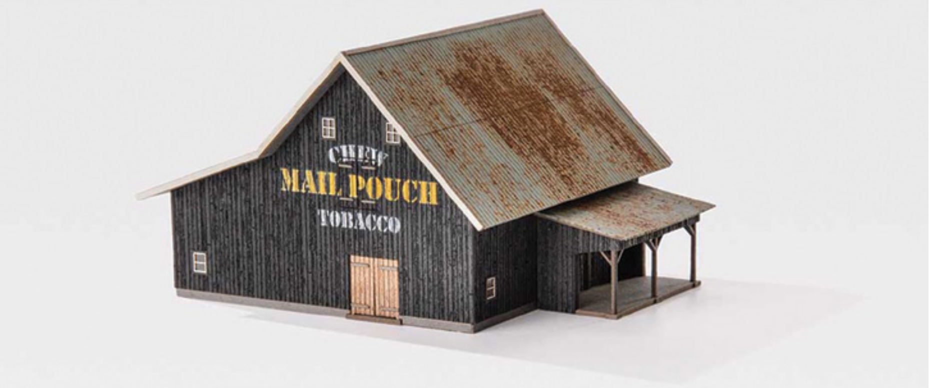
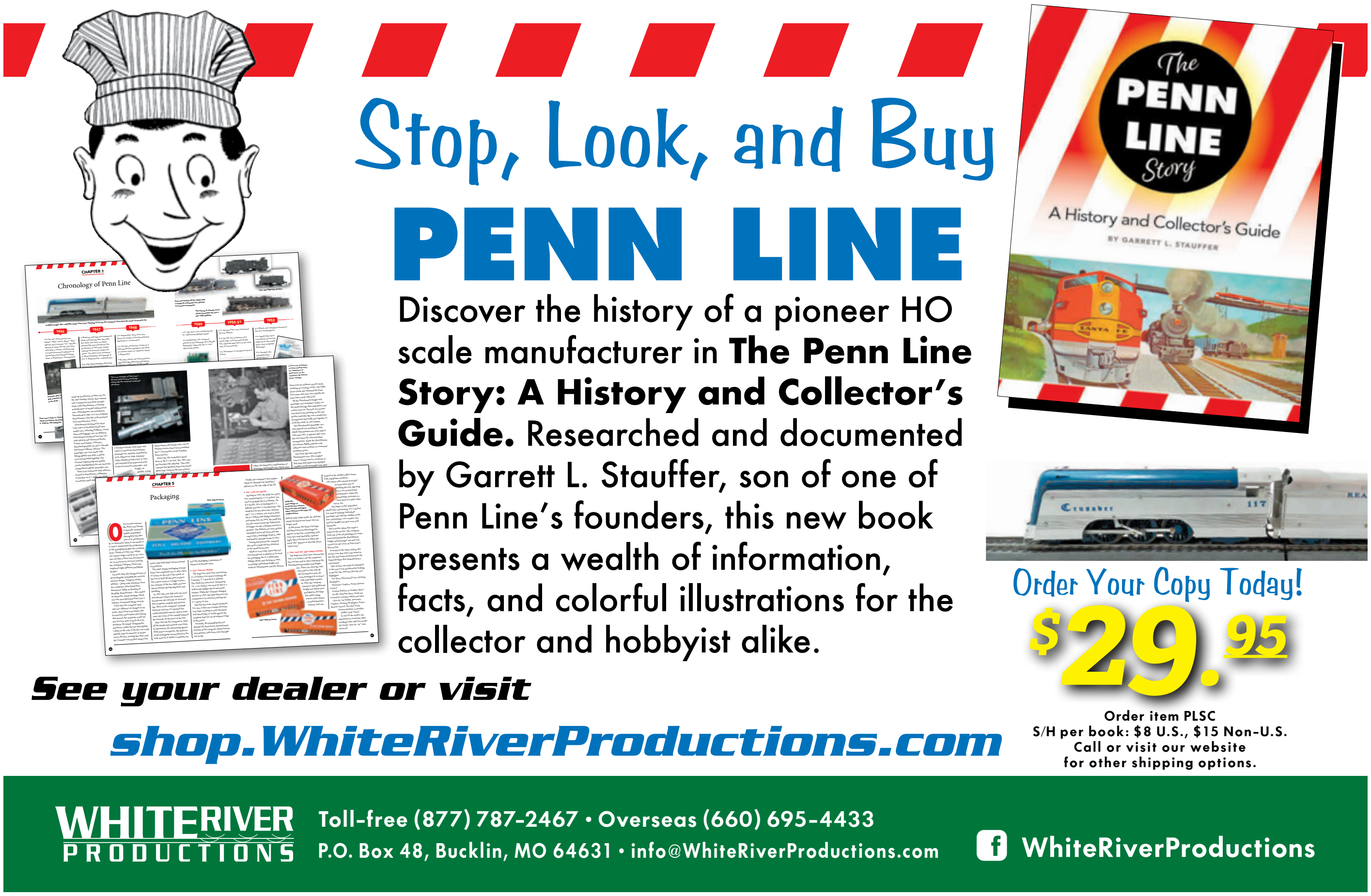




Z — Ztrack Distribution teams up with Archistories for an all-new collection of American country barn structures offered in kit form. These amazingly detailed Z-scale (1:220) barns come in two styles. The new Gambrel Barn (shown above on the right) builds out to a footprint of 2 1/2 x 1 3/4 inches, while the Saltbox Barn (shown below right) takes up a footprint of 2 1/2 x 2 3/4 inches. Each barn kit is available in four colors: red, dark brown, black, and gray (red and black are shown). The barn kit sells for $39.50 and consists of pre-colored parts with weathered and etched board siding, hand airbrushed advertising, simulated rust roof, optional add-on extensions, and detailed instructions. To add to the scene, Ztrack offers a split-rail fence kit (815221, MSRP: $14.75).

Ztrack Distribution, ztrackcenter.com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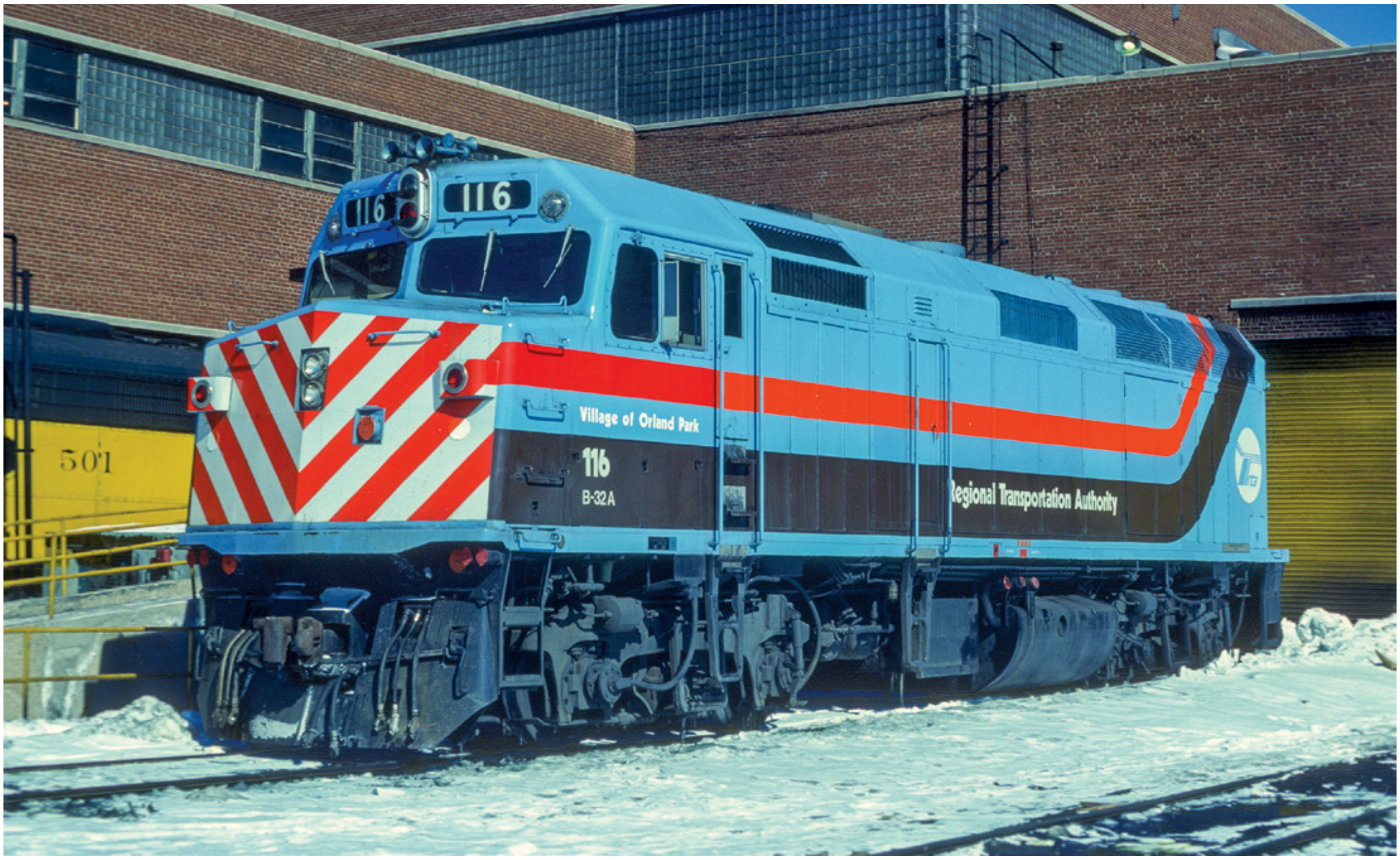
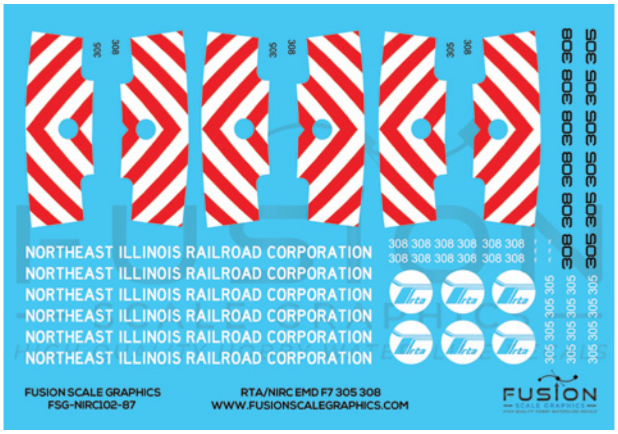
Chicago Regional Transportation Authority with Tru-Color Paint and decals from Fusion Scale Graphics



Above: Regional Transportation Authority 116, named "Village of Orland Park," was among the 1977 deliveries of F40PH diesel locomotives that changed the face of Chicago-area commuter service. — *Glenn F. Monhart photo, Kevin EuDaly collection*

HO & N — Fusion Scale Graphics offers several decal sets for hobbyists to use to provide lettering, logos, and striping for Chicago Regional Transportation Authority (RTA) custom paint projects. Fusion Scale Graphics offers HO- and N-scale waterslide for RTA's F7s (shown below), SW-1 switchers (shown in the center below), F40PH diesels (shown below on the far right), and more. Tru-Color Paint's (trucolorpaint.com) line of hobby colors includes RTA Blue (TCP-372) to help you obtain an authentic look for your modeling project. In addition to Chicago's RTA, you'll also find Metra sets offered in Fusion Scale Graphics' collection. You can buy these decal sets direct from the manufacturer's website.

Fusion Scale Graphics, fsdecals.com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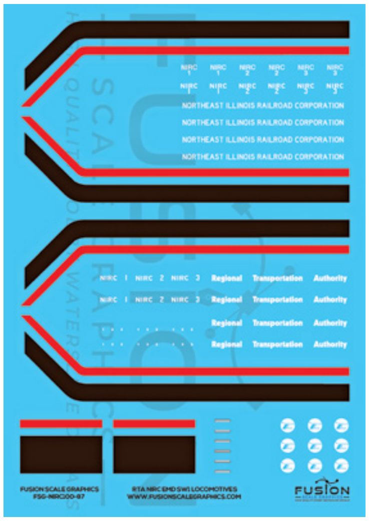
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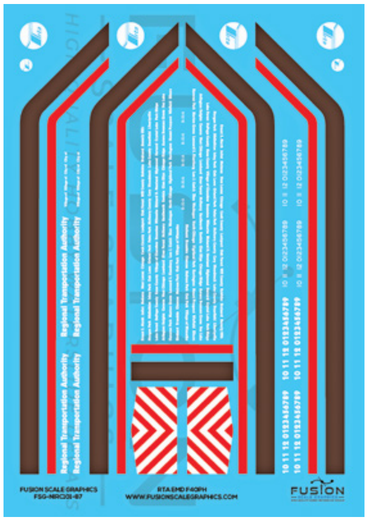
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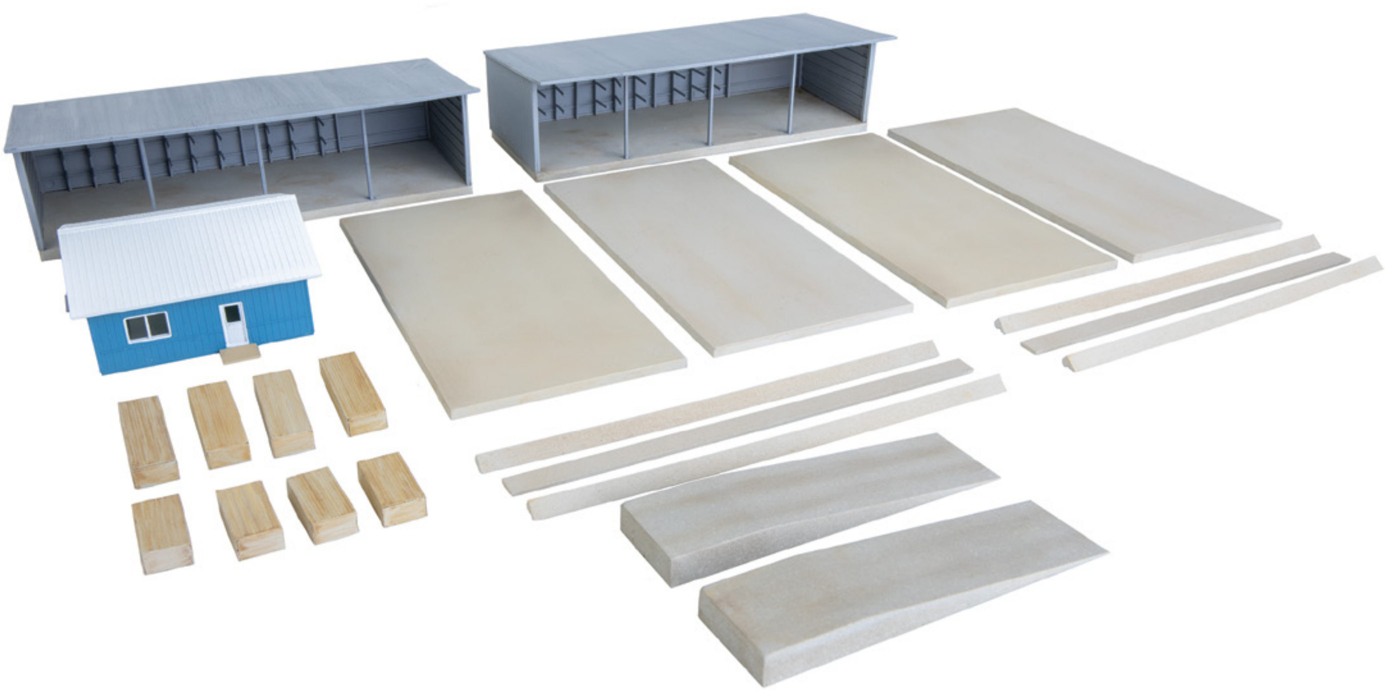
Walthers adds Modern Lumber Transload kit to N-scale Cornerstone line



Above and Below: This new N-scale Modern Lumber Transload kit comes with all you see above (painted and weathered for illustration purposes). You can arrange the pieces into many configurations to add this industry to your railroad as shown below.

N — Walthers adds a Modern Lumber Transload kit (933-3854) to its line of N-scale Cornerstone releases. This $64.98 offering includes parts for constructing two covered storage sheds with interior lumber racks, a separate office building, and concrete paving sections (including track crossovers built for Code 80 railhead). You also receive parts to build eight lumber stacks in four different sizes. This compact, contemporary facility makes a great addition to a yard, industrial area, or your choice of location, with the ability to arrange components to best serve a desired area on your railroad. The assembled sheds will measure 6 x 2 3/4 x 1 5/8 inches, while the office builds out to a 2 3/4 x 2 3/4 x 1 1/4-inch structure. The paving sections include four large pieces, four track middle sections, and eight track outside sections.

Wm. K. Walthers, Inc., walthers.com

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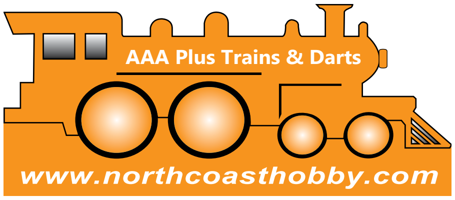
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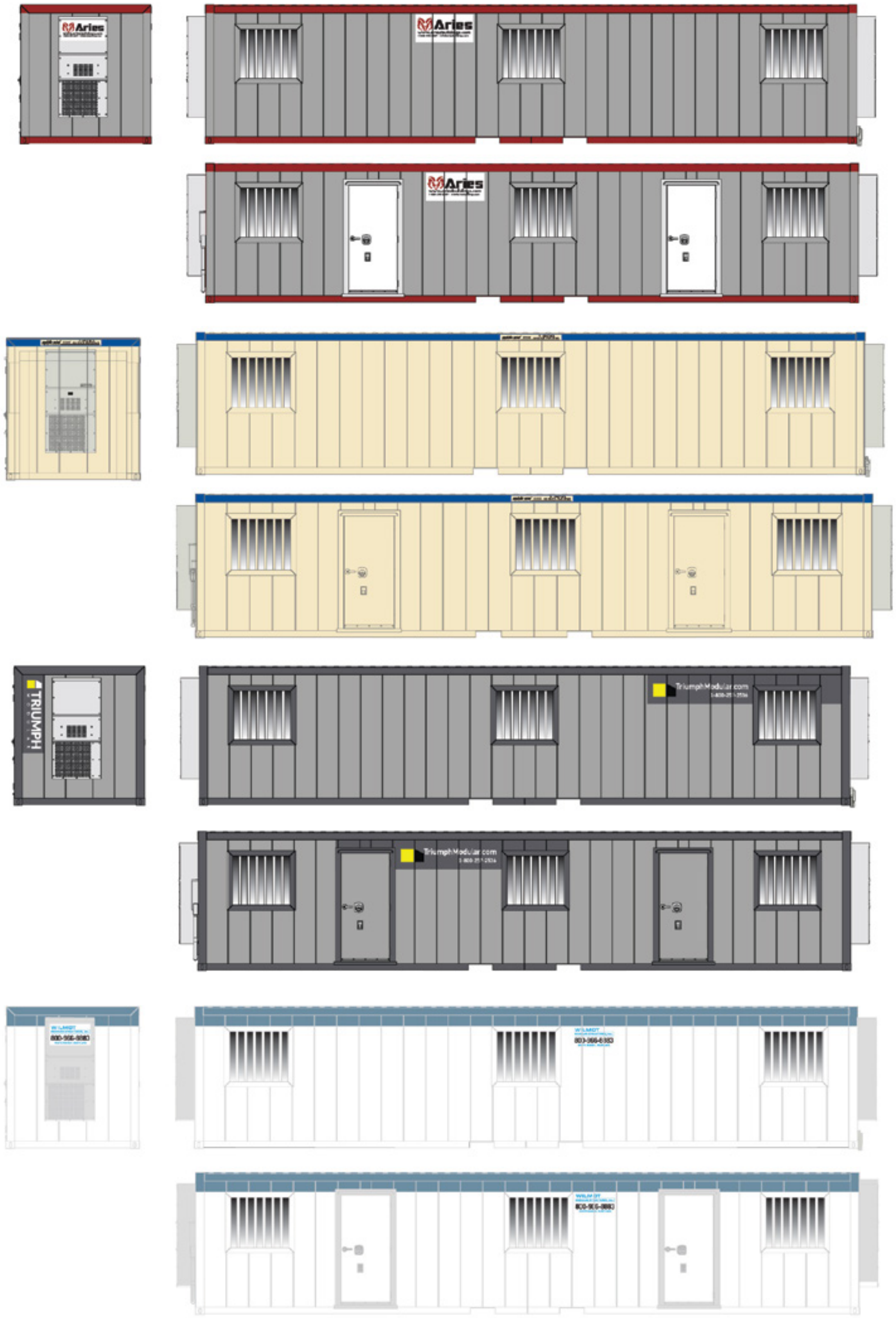
Mobile Office Container in HO and N from Atlas



HO & N — Atlas announces a Mobile Office Container release coming for HO and N. The first release of this all-new tooling effort is due in early 2024. The model accurately reproduces a common feature of many industrial and railroad facilities with its 40-foot shipping container-style office. The model will include doorways, windows, and light fixture detail. Separately applied parts will include air conditioner units and electrical equipment. The rendering will come with paint and decoration and will be ready to place on your model railroad. The four looks (shown top-to-bottom above) are Aries, Mobile Mini, Triumph, and Wilmot. The N-scale Mobile Office Container retails for $24.95, while Atlas' HO-scale version carries a $29.95 suggested retail price.

Atlas Model Railroad Company, atlasrr.com

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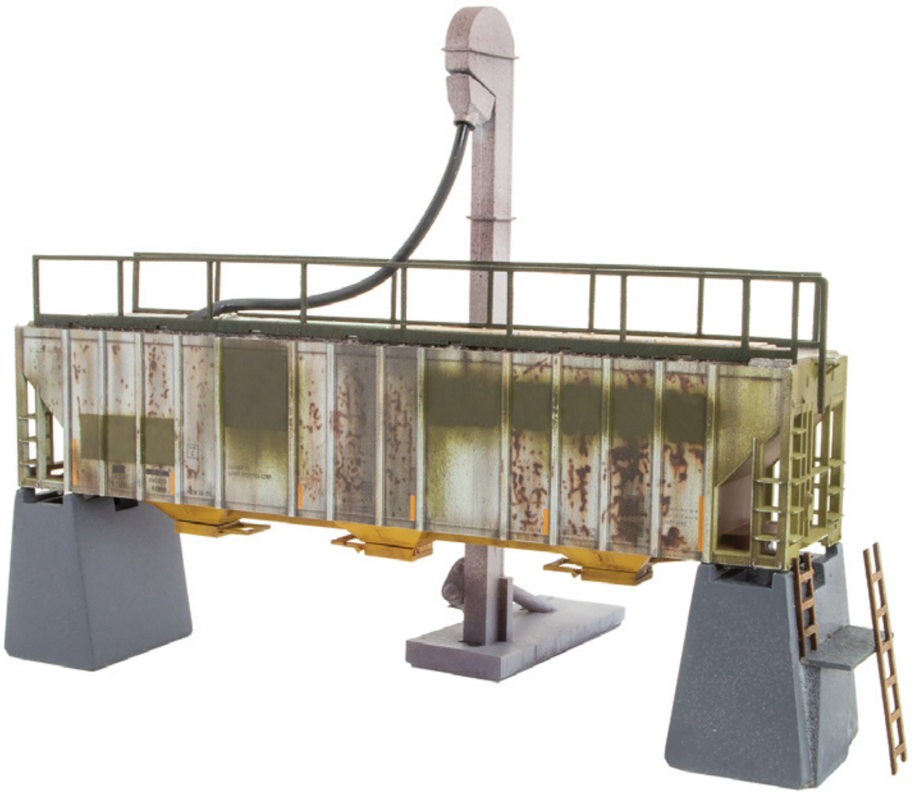
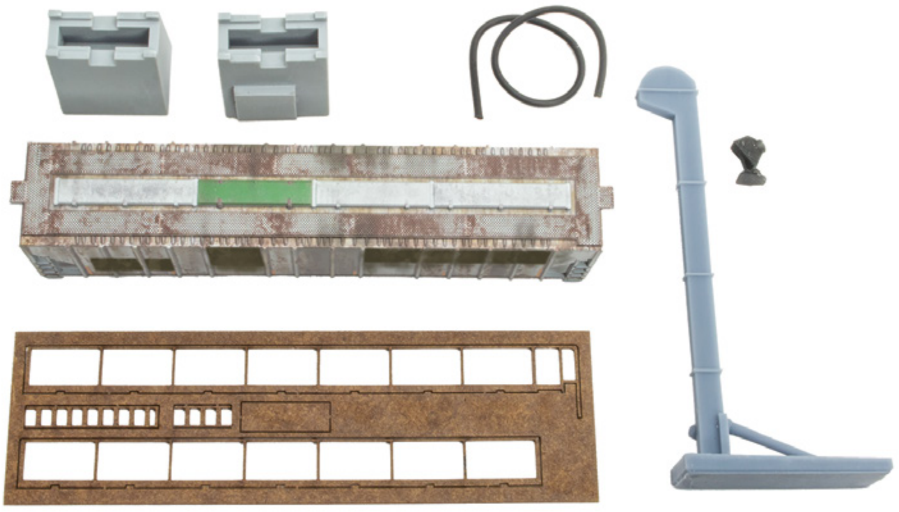
Hopper Car Grain Storage kit is new from Micro-Trains in N scale



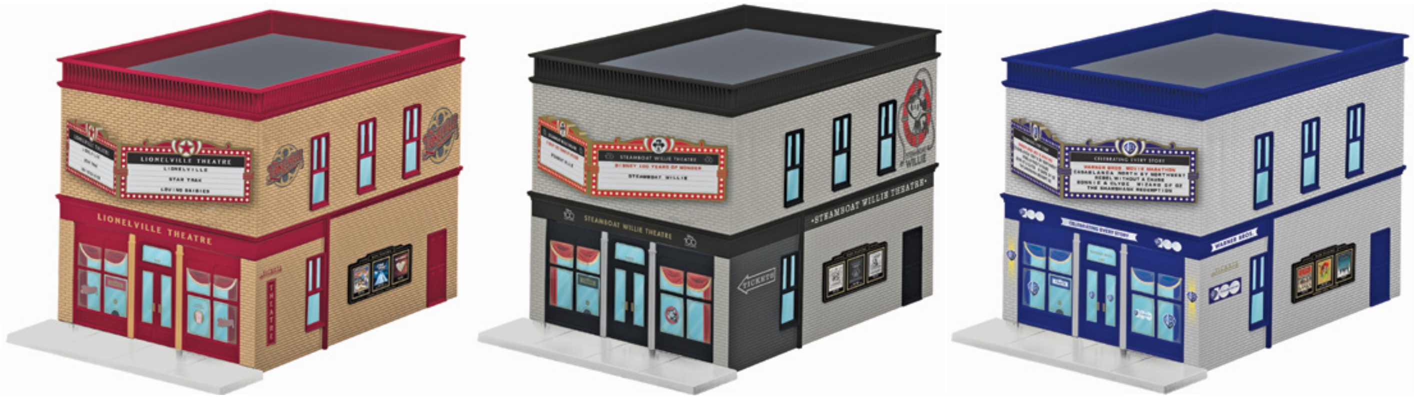
N — Micro-Trains Line plans a May delivery for its new Hopper Car Grain Storage kit (499 45 004). The multi-media release provides the pieces shown below, including a pre-weathered three-bay covered hopper body. The assembled example (shown above) includes added paint and weathering to various parts of this structure. Micro-Trains' Hopper Car Grain Storage kit carries a $25.95 suggested retail price.

Micro-Trains Line Co., micro-trains.com



Above: These are the parts included in Micro-Trains Line's new Hopper Car Grain Storage kit. This N-scale offering is easy to build and comes with a weathered covered hopper body, following the appearance of prototype storage units that repurpose railroad cars as the stationary containment for materials like grain. The kit retails for $25.95 and ships during May.

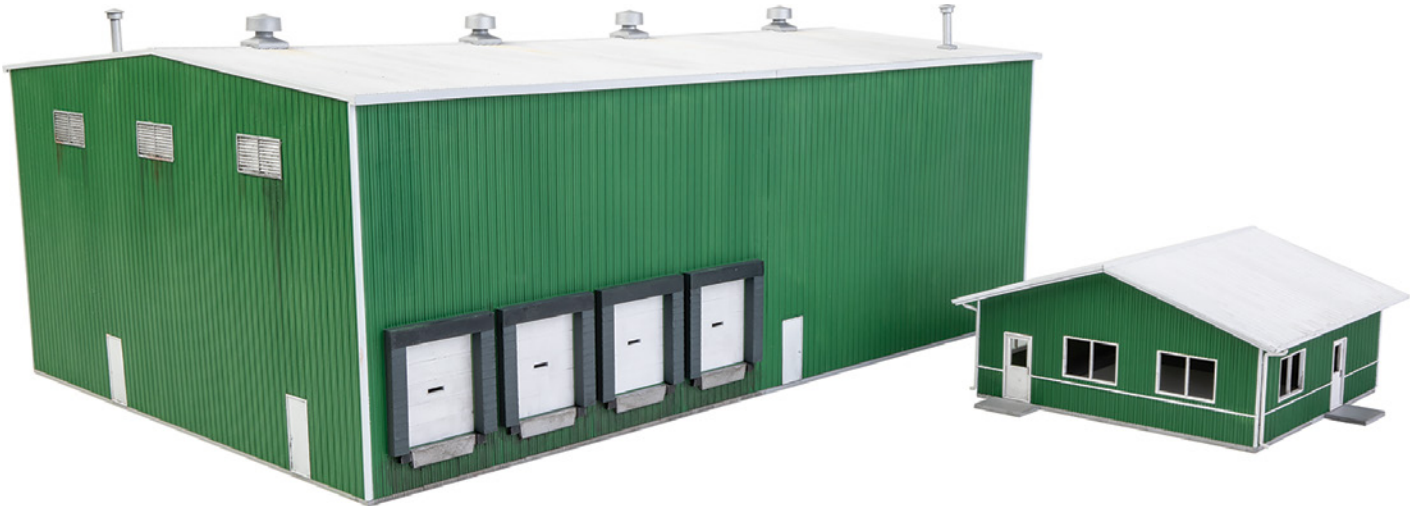
Lionel plans trio of movie theatre releases for O scale



O — Lionel will offer a movie theatre structure as a fully-assembled and illuminated release for its line of O model trains. The theatre building will measure 9-1/4 x 6 x 6 inches with LEDs providing interior lighting and powering a blinking marquee on the front of the theatre. The movie poster display on the side of the building will include backlighting. The setup for this release is Lionel's Plug-Expand-Play design for easy connection and placement on your model railroad. This release carries a $129.99 suggested retail price. The offerings include Lionel (2329340, shown above on the left), Disney 100 (2329360, above in the middle), and Warner Bros. 100th Anniversary (2329350, appearing above on the right) versions. Check Lionel's new *2023 Big Book* catalog to view the additional Disney 100 releases and Warner Bros. 100th Anniversary items.

Lionel, lionel.com

Walthers adds Steel Warehouse kit to Cornerstone HO series



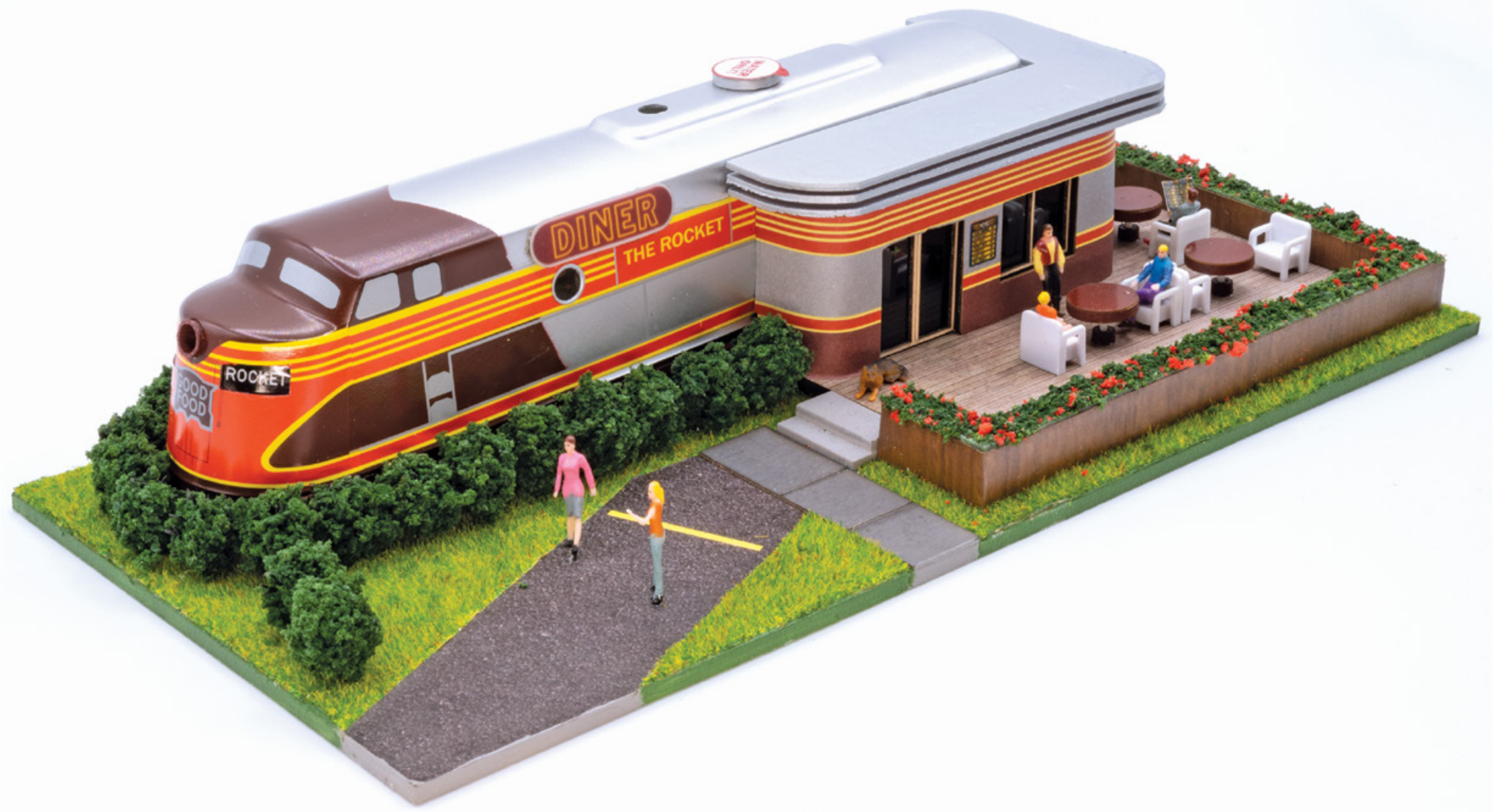
HO — Walthers' Cornerstone series Steel Warehouse kit (933-4080) provides plastic parts to construct a main building (shown above) and an office building (shown on the right). The parts come molded in shades of light and dark gray (the illustration shows an assembled example of the kit with painting and weathering applied). This new addition to the line of structure kits can complement other Cornerstone industrial structures or serve as its own focal point with access designed for rail (two doors not visible above) and truck docks (four doors with seals shown above). The detailed warehouse (which builds out to 14 x 9 x 5 1/2 inches) includes several doors, side vents, and rooftop details. The office (which builds a 4 3/4 x 5 x 2 1/4-inch building) includes doors, windows, side trim details, downspouts, and more. Additional details include gas and electric meters, furnace inlet and outlet pipes, and more. This new release carries a $79.98 suggested retail price and is available from Walthers direct or from your local Walthers hobby dealer.

Wm. K. Walthers, Inc., walthers.com

Review HO

Fast Food Option for Your HO Pike

Menards Collectibles Rocket Diner



Above: This is everything provided with Menards' HO-scale Rocket Diner release. This limited-production release includes factory-installed LED lighting and a working smoke unit. This structure is available from Menards in HO and O.

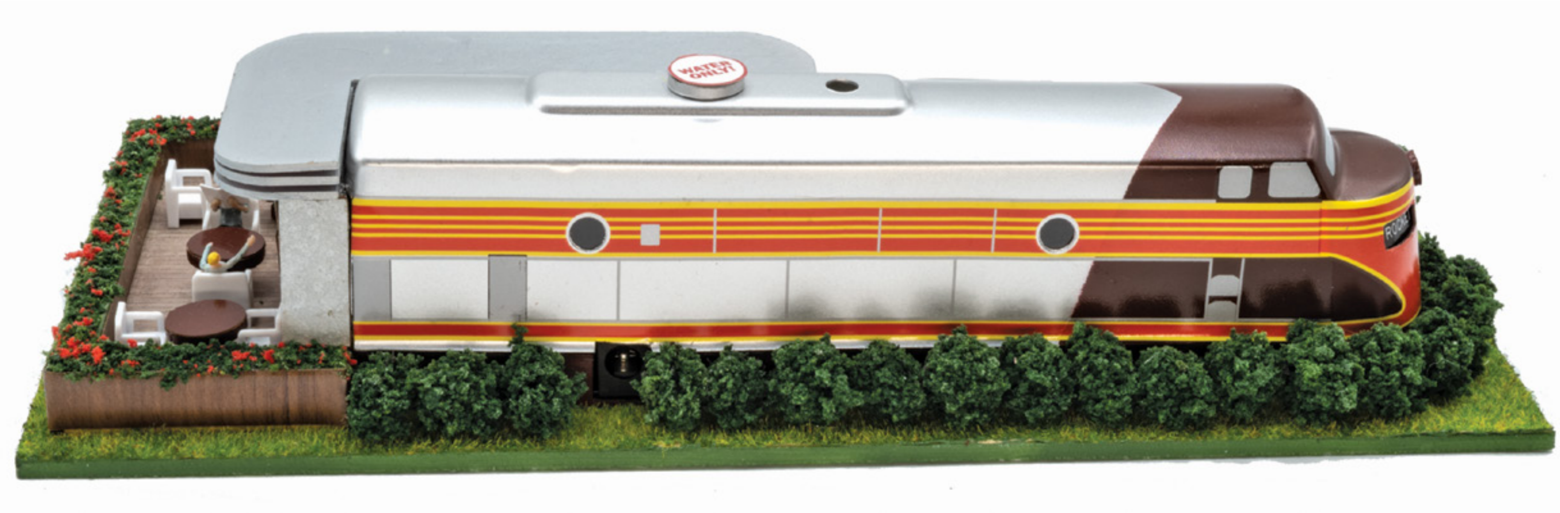
Review by Tony Cook

Menards Collectibles HO-scale Rocket Diner 2798309

Menards
menards.com

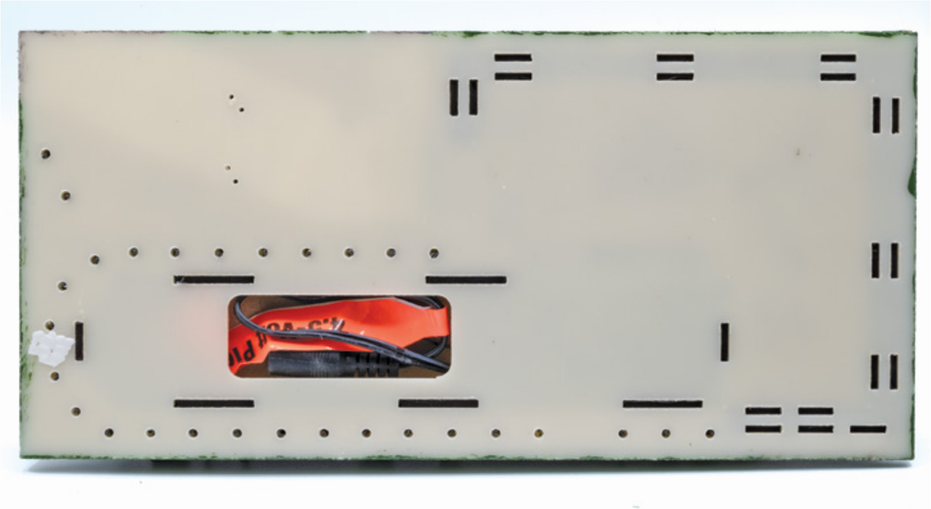
Menards Collectibles recently added a fun release to its series of ready-built structures with the arrival of a Rocket Diner offering. This HO-scale model comes with a decorated base and all the various details you see in the accompanying photos, as well as a restaurant business made of a repurposed railroad locomotive with entry annex. Typical of Menards Collectibles offerings, this is not only a structure with ready-to-place base but also a lighted release with an additional smoke unit feature. This release was selling for $69.99 when this review was being prepared (though Menards often has special offers, so check online for current pricing and any discounts that may be available).

The base is approximately 1/8-inch thick and measures 10 inches long by almost five inches wide. The base includes scenery and walkway detail. The scenery portion provides grass surrounding the structure, with shrubbery placed along the outer perimeter of the locomotive part of the restaurant. A raised fencing/wall encloses the open patio area of the business with flower foliage present on its top surface. The walkway includes a simulated asphalt path up to the business with concrete sidewalk and steps along one edge of the patio entrance. The patio surface has a great-looking wood plank design. The patio is populated with four round maroon tables that each have two white plastic chairs. Decorated figures are present at the tables with a waiter figure, and two additional figures standing on the path to the business. Menards' mascot Jack the German Shepherd is taking it easy next to the diner's entrance. The fully assembled structure stands (on its base) at 2 1/4 inches. The locomotive is a simple rendering of an F-unit diesel and includes an electronic flashing "DINER" sign on one side with the model's headlight and number boards illuminated (all LED powered). A "wow factor" feature is the smoke exhaust unit. The cap on the roof (shown above with its "water only"



Above and Right: The lighting and smoke features require an electrical power source. You can access via the port on the side of the model, which is nicely camouflaged along the base among shrubs, for surface connection (shown above) or a cable connection can be accessed through the model's base for an "underground" wiring path.

sticker label in place) is the location to pour distilled water (yes, water and not smoke fluid oil) and the vapor rises from the adjacent port. You can operate the lighting and smoke features with a separately supplied 4.5-volt power source. The O-scale version sells for a bit more than $100 and is a similar offering (though it comes with a 1:48 die-cast metal 1957 Dodge truck). This is another fun release for HO and great to see Menards supporting the hobby. Though obviously toylike, serious modelers will likely see possibilities for this Rocket Diner. MRN



Below: Menards packages its line of model train structures in a protective two-part plastic container. This release and other Menards Collectibles items can be ordered and delivered to your local store (for no shipping cost) or sent to your door for a shipping fee.

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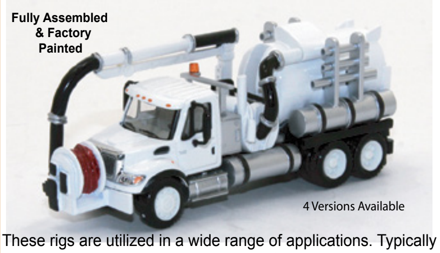

These rigs are utilized in a wide range of applications. Typically used as a contract service they can be found working at power plants, construction projects, agricultural, **railway MOW**, mining operations a wide variety of industrial plant projects and emergency services. Most larger municipal water works departments own fleets of these vehicles.

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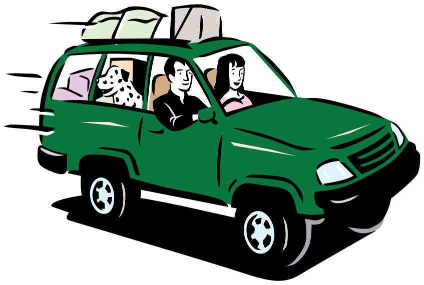

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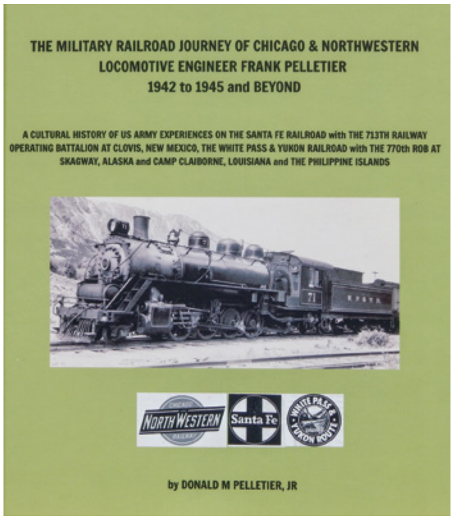
Ron's Books, ronsbooks.com



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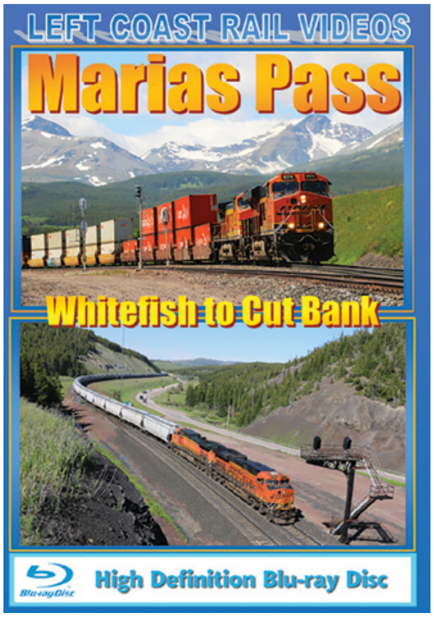
by DONALD M PELLETIER, JR

Contemporary BNSF action in Left Coast Rail Videos release



DVD/BLU-RAY — Left Coast Rail Videos invites viewers along for a journey across the scenic Marias Pass in this two-hour video presentation. The show opens with an eastbound tour beginning at Whitefish, Mont., filmed in 2017 and 2018. Action includes trains running along the Flathead River at Bad Rock Canyon, around Essex, Cut Bank, and more. The action was captured with multiple cameras and is available on DVD for $19.99 or Blu-ray disk for $24.99.

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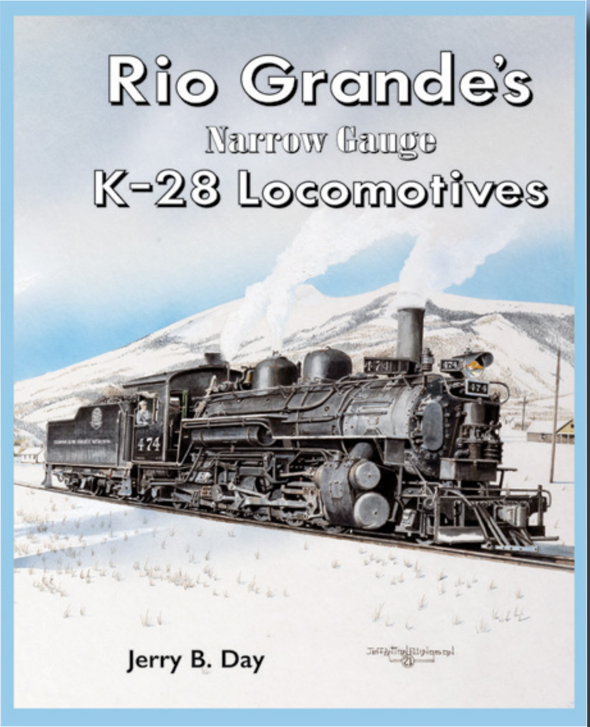

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Narrow Gauge

K-28 Locomotives

Jerry B. Day

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Rio Grande's Narrow Gauge K-28 Locomotives

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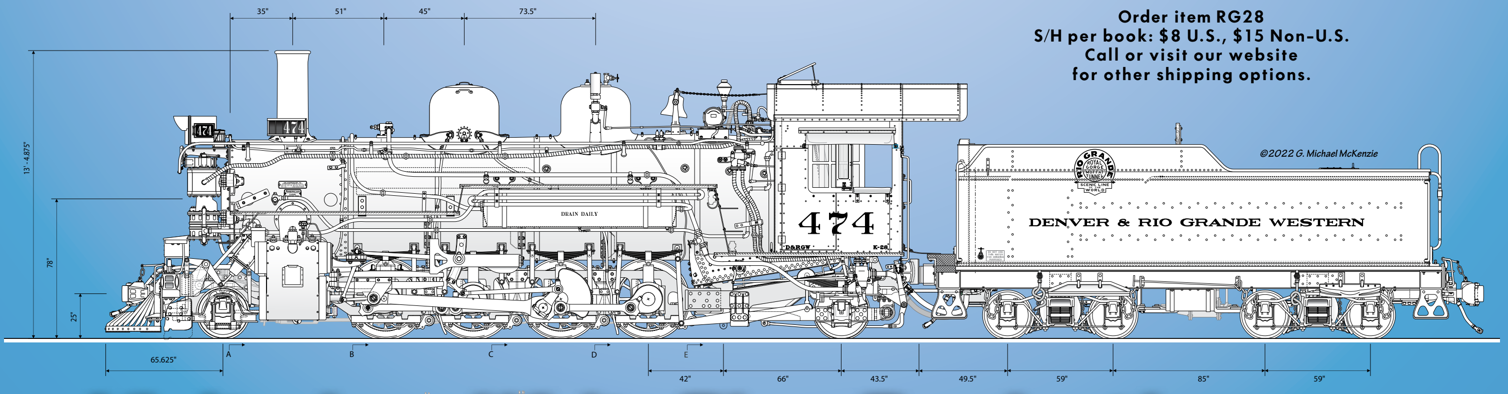

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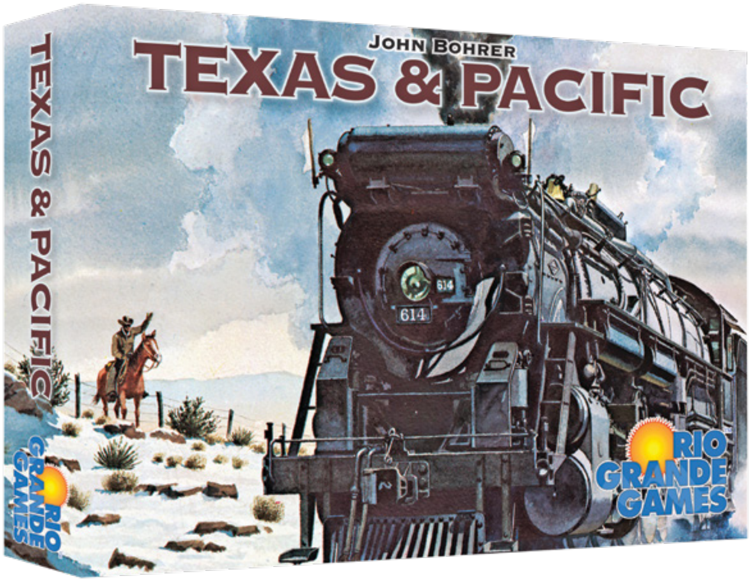
Ranching and Railroading in new *Texas & Pacific* game



GAME — Rio Grande Games adds another railroad-themed board game to its line with John Bohrer's *Texas & Pacific* (RIO633). The game can be played by two to six individuals who represent wealthy investors and ranchers buying stock certificates and expanding railroads across 19th-century Midwestern states and Texas. Game play is estimated at 30 to 60 minutes. This game is recommended for ages 14 and older. You can download the game rules by visiting Rio Grande Games online. The game carries a $39.95 suggested retail price.

Rio Grande Games; riograndegames.com

Märklin shares coming products in *New Items 2023*

märklin
New Items 2023

MULTI-SCALE — Märklin's *New Items 2023* catalog is 164 pages of new products coming in a variety of scales from Z on up. As shown on page 16, this year's announcements include two all-new North American prototypes for HO scale. The line includes basic "My World" starter sets for children through high-end HO releases like the French *Edelweiss* express train set. The catalog can be downloaded from the company's website.

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Mar 18-19 Victorville, CA - SBC Fair
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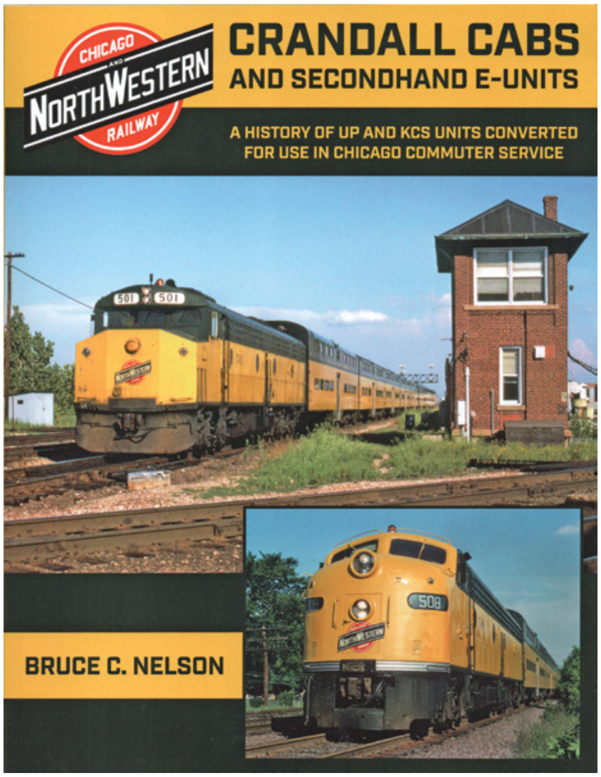
Review Book

Kitbashing on a Tight Budget

Bruce C. Nelson's *Crandall Cabs* from South Platte Press

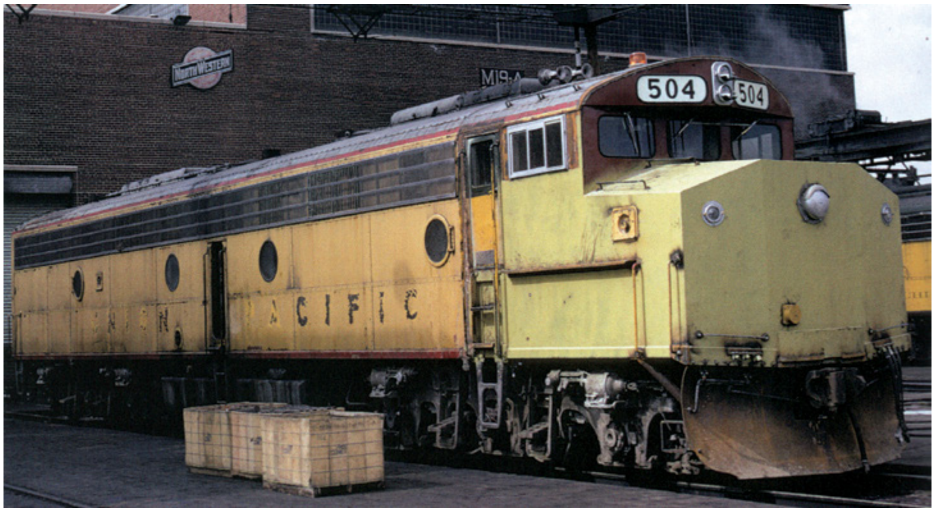

CHICAGO AND NORTHWESTERN RAILWAY
CRANDALL CABS
AND SECONDHAND E-UNITS
A HISTORY OF UP AND KCS UNITS CONVERTED FOR USE IN CHICAGO COMMUTER SERVICE
501
508
BRUCE C. NELSON

Review by Tony Cook

South Platte Press
Chicago & North Western Crandall Cabs and Secondhand E-units
by Bruce C. Nelson
MSRP: $34.95

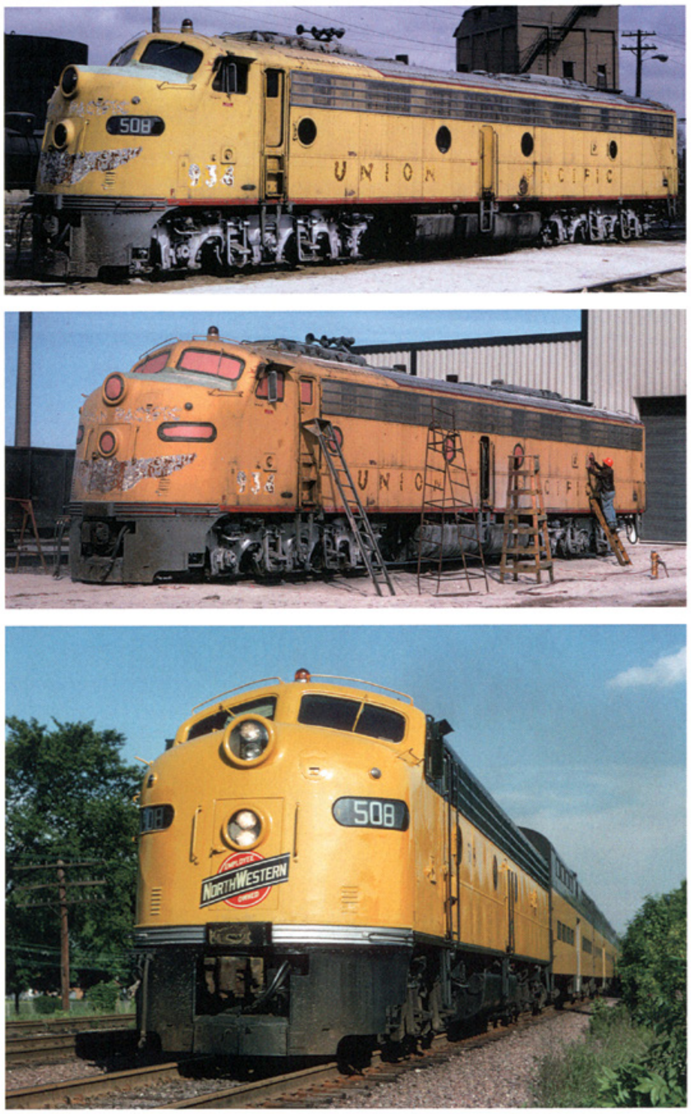
South Platte Press
railwaymuseum.com

This new book is an impressive effort by Bruce C. Nelson that went well beyond my expectation of what I would learn about and see in this South Platte Press release *Chicago & North Western Crandall Cabs and Secondhand E-units*. I believed this 80-page book would delve into those boxy "Crandall Cab" E-unit rebuilds Chicago & North Western (C&NW) famously conjured up in the 1970s; that would have been sufficient reason to check out this softcover release and add it to one's library. What impresses me is the thorough history author Bruce C. Nelson packs into this effort. The book describes C&NW's financial challenges, plan for powering freight and commuter responsibilities given a tight money situation, the debate on closing or keeping the former Chicago Great Western Oelwein, Iowa, shops (acquired with the 1968 takeover of CGW), the rebuilding programs and secondhand power buys C&NW pursued, and, finally, the book's title subjects Crandall Cabs and used E-units from purchase to rebuilding to service. This is an excellent and well-written account of the activities and history of C&NW from the late 1960s into the early 1980s and will be a good read and beneficial to anyone with an interest in this road. I enjoy Chicago & North Western, but would not say I'm a huge fan. I learned much and gained a new appreciation for the road while reading this book. I am more familiar Illinois Central/Illinois Central Gulf history, and the similar rebuilding programs and the interaction with Precision National (also associated with IC/ICG) was especially enjoyable to learn. The detailed accounts of the ex-Union Pacific (UP) and Kansas City Southern units obtained and the process of rehabbing E8 and E9 units was presented well in this book. The information on how C&NW operated its Chicago-area commuter trains was a great extra. The author knows his subject and the facts on swapping out prime movers, and conversion from steam generators to electrical power for passenger car needs, was great to learn about. I take away a better understanding and appreciation for those bi-level Gallery cars and the push-pull runs they are known for. There are plenty of pictures, tables listing motive power with notes, diagrams, and a gallery with color shots for C&NW's 1970s commuter E-units. MRN



Above: Looking much like a hobbyist project in the process of development, C&NW 504 shows the combination of an existing ex-UP B-unit paired with some leftover parts (the cab door is from a C&NW F-unit), and a newly welded nose up front. A half-dozen Crandall Cab rebuilds came from the former Chicago Great Western shops in Iowa in the 1970s and served Chicago commuter jobs for C&NW.

Below: This thorough documentation of C&NW's efforts in rebuilding includes sharing information and views of A-units bought from UP and Kansas City Southern, a group of NW2s recycled at the same time as the E-units, and mention of first-generation four- and six-axle units rebuilt from the road's roster and obtained on the secondhand market to help the financially challenged road.



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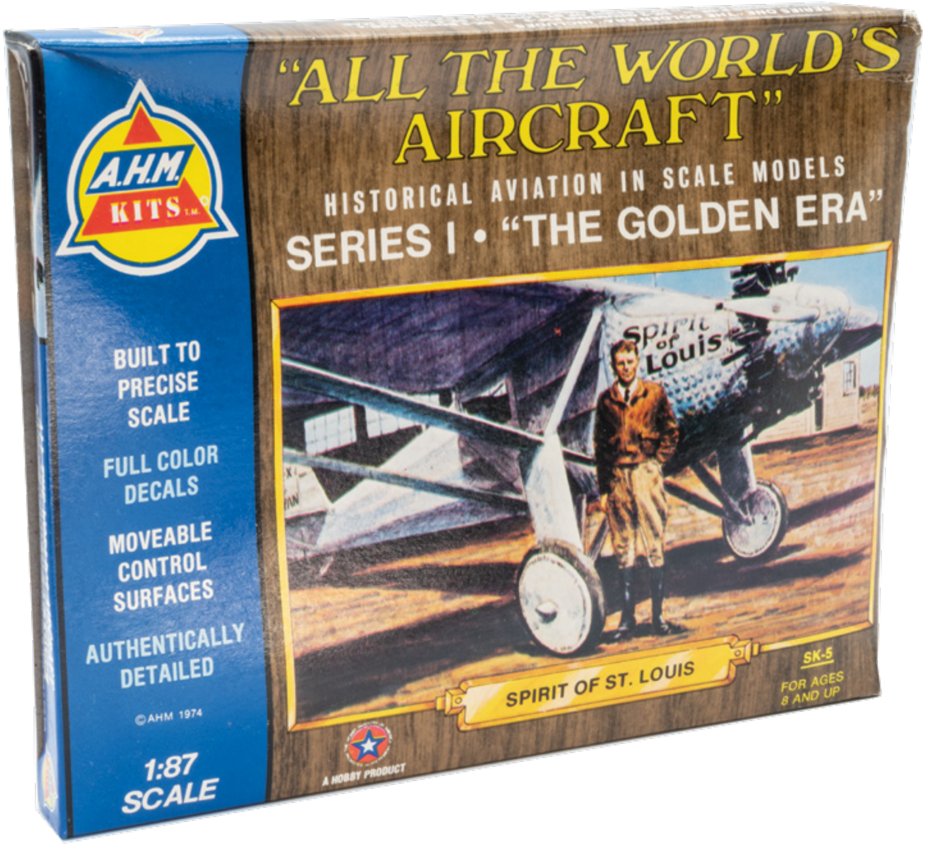
By coincidence, about the same time Broadway Limited Imports delivered its HO-scale Pennsy "Lindbergh Special" 4-4-2 steam locomotive (reviewed on page 54), I came across several examples of AHM's "All The World's Aircraft" series kits. I was aware of this group of releases and have been collecting non-train-related AHM items when they show up on my radar. Many of the names we know and appreciate in the model railroading segment of the hobby pursued other avenues of the hobby world and Bernie Paul's Associated Hobby Manufacturers, better known to most simply as AHM, was no exception. What surprised me on this series was the 1:87 labeling. I am still evaluating this group, which came in at least three group sets, saw introduction in the 1970s, retailed for about a dollar and a half each, and may be HO scale, which would be an interesting perk for model train enthusiasts. Watch for more on these planes in a future edition of White River Productions' *HO Collector* (hotraincollector.com). MRN



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The All-Scale News Monthly

TIMETABLE
No. 4

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APRIL 1, 2023

TIMETABLE listings of railroad-related events are printed free of charge on a space-available basis. Notices submitted to our website at least 90 days prior to event date will be considered for publication in the magazine. White River Productions is not responsible for errors in listings, please confirm details with event sponsor.

modelrailroadnews.com/timetable

ILLINOIS, **COLLINSVILLE**, July 28-29, 2023. St. Louis Railroad Prototype Modeler Meet at Gateway Center, One Gateway Drive. Enjoy our 16th annual meet with 100 tables featuring more than 4,000 models in various stages of completion. More than 200 tables for leading manufacturers, historical societies, select vendors, and Learning Stations. Full schedule of 21 clinic presentations. Operating layouts and home tours. See website for details. Refreshments available, Door prizes, NMRA event, Free parking, Wheelchair accessible. Admission: Fri./Sat. $35.00, Saturday Only $25.00. Contact Lonnie Bathurst at (217) 556-0314, or visit stlrpm.com

INDIANA, **FORT WAYNE,** April 1, 2023. Maumee Valley Railroad Club Model Railroad Show & Swap at Classic Cafe Catering and Event Center, 4832 Hillegas Road. NEW LOCATION! Vendors will be selling model railroad bargains in all scales and gauges as well as railroadiana, modeling kits, and modeling supplies. Enjoy operating layouts in several scales. Historical and other organizations represented. See website for discount coupon. Free parking, Wheelchair accessible, Refreshments available. Admission: $5.00 Adults, $8.00 Families, 12 and Under FREE. Contact Richard Insley at (260) 482-2203, or visit maumeevalleyrailroad.com

KANSAS, **OVERLAND PARK**, July 27-28, 2023. Kansas City Flyer 2023 NMRA MCR Annual Convention at Holiday Inn & Suites, 8787 Reeder Street. Enjoy clinics, layout and prototype tours, non-rail program, full model and photo contest. Trade show with 7,000 sq. ft. of vendor tables and operating layouts. See website for convention details, hotel, and registration info. Presented by NMRA Mid-Continent Region. Wheelchair accessible, Door prizes, NMRA event, Refreshments available, Free parking. Admission: $95.00 Per Person (Includes Banquet). Contact Larry Alfred at (913) 782-6584, or visit mcor-nmra.org/Conventions

MAINE, **TOPSHAM**, April 29, 2023. Great Falls Model Railroad Club Train Show at Mt. Ararat High School, 68 Eagles Way. Enjoy our train show featuring displays and many vendors offering new and used equipment in several scales. Operating HO modular layout. Free parking, Wheelchair accessible, Refreshments available. Admission: $5.00 Per Person, Under 12 Free. Contact Jamie Robinson at (207) 358-8127, or visit greatfallsmodelrrclub.org

MAINE, **WESTBROOK**, April 22, 2023. Southern Maine Model Railroad Club 3rd Annual Train Show at Westbrook Community Center, 426 Bridge Street. Enjoy our train show featuring new and used model trains in all scales and gauges for sale. See website for details. Refreshments available, Door prizes, Free parking, Wheelchair accessible. Admission: $5.00 Per Person, Under 12 FREE. Contact Westbrook Community Center at (207) 887-0292, or visit southernmainemrc.wordpress.com

MARYLAND, **SHARPSBURG,** April 29, 2023. Hagerstown Model Railroad Museum Spring Model Train Sale at Washington County Agricultural Educational Center, 7313 Sharpsburg Pike. Enjoy our train show featuring new and used model trains and railroad collectibles for sale. Proceeds help maintain Antietam Station located in Sharpsburg. Refreshments available, Door prizes, Free parking, Wheelchair accessible. Admission: $5.00 Per Person; Age 12 and under free. Contact Joe Caha at (301) 800-9829, or visit antietamstation.com

MINNESOTA, **ST. CLOUD,** April 15, 2023. Granite City Train Show at St. Cloud River's Edge Convention Center, 10 4th Avenue South. Buy, sell, trade, or just view hundreds of trains under one roof. Vendors will be selling and buying trains, accessories, books, videos, railroad collectibles and memorabilia, antique trains and toys, hobby items, and more! Many operating model and toy train displays. Door prizes, Wheelchair accessible. Admission: $6.00 Per Person, Age 10 and Under FREE. Contact Edward Olson at (320) 255-0033, or visit granitecitytrainshow.com

NEBRASKA, **NORTH PLATTE,** April 15-16, 2023. 29th Annual North Platte Train show at D&N Event Center, 501 E. Walker Rd. Enjoy model railroads in various scales and vendors selling new and used model trains in all scales and gauges, as well as railroadiana and collectibles. Sponsored by the Nebraska West-Central Division NMRA. Free parking, Wheelchair accessible, NMRA event, Refreshments available. Admission: $5.00 Adults, Youth $1.00, Under 5 Free with Paid Adult. Contact Gene R. Tacey at (308) 386-2489.

NEW YORK, **ROCHESTER,** April 8, 2023. Easter Bunny Train Rides at Rochester & Genesee Valley Railroad Museum, 282 Rush Scottsville Rd. Ride our vintage diesel-powered trains to the Easter Egg Hunt, tour the largest collection of historic trains in New York State, take photos with the Easter Bunny, and visit our friendly petting zoo! Trains depart every 30 minutes from 10AM to 3PM. Wheelchair accessible, Refreshments available, Free parking. Admission: $20.00 Adults, $10.00 Youth (5-17) and Seniors (65+). Contact RGVRRM at (585) 533-1431, or visit RochesterTrainRides.com

OHIO, **BUCYRUS,** April 8, 2023. Bucyrus Model Railroad Association Show & Swap Meet at Crawford County Fairgrounds Youth Building, 610 Whetstone St. Join us for our 37th Annual Train Show and Swap Meet. Model trains in all gauges offered from many dealers and vendors. Club layout located on the fairgrounds will be open and running. Wheelchair accessible, Refreshments available, Free parking. Admission: $5.00 Per Person, Under Age 12 Free. Contact Jon Cooper at (419) 569-7374.

OHIO, **SEVILLE,** May 27, 2023. Opening Day at Northern Ohio Railway Museum, 5515 Buffham Road. Tour the largest collection of historic trolleys and transit in Ohio, and ride our authentic electric trolley. See website for details. Contact NORM at trainweb.org/norm

PENNSYLVANIA, **BLUE RIDGE SUMMIT**, April 8, 2023. 9th Annual South Mountain Division and Mainline Hobby Supply Mini-Con at Blue Ridge Summit Fire Hall, 13063 Monterey Lane. Enjoy our one-day free event, located one block north of Mainline Hobby Supply, consisting of prototype and modeling presentations, clinic demonstrations, modular displays, and interaction with your fellow hobbyists, plus a 10% discount at Mainline Hobby Supply. Wheelchair accessible. Admission: FREE. Contact Don Florwick at (717) 414-0660, or visit smdnmra.org

PENNSYLVANIA, **MONACA,** April 2, 2023. Beaver County Model Train Sale at Monaca Turners, 1700 Old Brodhead Road. Enjoy our train show featuring vendors selling new and used model trains in all scales and gauges. Sponsored by Beaver County Model Railroad & Historical Society. Refreshments available, Free parking, Wheelchair accessible. Admission: $5.00 Adults. Contact Walt Smith at (724) 843-3783, or visit bcmrr.railfan.net

PENNSYLVANIA, **PORT CLINTON,** April 15, 2023. "The Railroad Explorer II" at Reading & Northern Railroad, 1 Railroad Blvd. Lehigh Valley Chapter NRHS and Railroad Historians of the Lehigh Valley present a day-long rare mileage excursion with vintage Budd Rail Diesel Cars traversing Reading & Northern branch lines out to Tremont and Minersville with multiple photo stops. A special event coordinated with CNJ steam locomotive 113 is also planned. Lunch provided. See website for details and ticket info. Refreshments available, Free parking, NRHS event. Admission: $119.00 Per Person. Contact Kermit Geary, Jr. at (610) 428-7629, or visit lehighlines.org/events.html

PENNSYLVANIA, **CARBONDALE,** May 12-13, 2023. Key, Lock & Lantern Convention and Railroadiana Show at Hotel Anthracite, 25 S. Main St. Annual convention of Key Lock & Lantern, featuring a rare-mileage train excursion from Carbondale to Scranton, Pa., with photo opportunities, railroad history exhibits and presentations, and a railroadiana show and sale. See website for schedule details and registration information. Refreshments available, Pre-registration required, Free parking. Admission: Varies. Contact David Hamilton at (518) 526-6941, or visit klnl.org

PENNSYLVANIA, **MIDDLETOWN**, April 16, 2023. Middletown & Hummelstown Railroad Photo Charter "The Milk & Honey Local" at Middletown & Hummelstown Railroad, 136 Brown Street. Grab your cameras for this special photo charter featuring two period freight trains powered by M&H Alco S-6 151 in Western Maryland paint, and M&H GE 65-tonner 1. Excursions will include actors, props, run-bys, and extended time on the street-running portion of the railroad. Free parking, Pre-registration required. Admission: $125 Per Person. Contact Alec Durfee at (814) 392-3862.

PENNSYLVANIA, **SHIPPENSBURG,** April 1, 2023. Grand Opening of the Conrail Museum, 51 East Fort Street. The Conrail Museum houses the archives of the railroad's history and operations, with both hands-on access to the public through a rotating variety of exhibits, and an extensive collection of documents and photographs available to researchers. Join us for our grand opening! Presented by The Conrail Historical Society. Wheelchair accessible, Free parking. Admission: Free. Contact Brock Kerchner at (717) 538-2872, or visit TheCRHS.org

PENNSYLVANIA, **ALLENTOWN,** May 19-20, 2023. East Penn Traction Club National Trolley Meet at Allentown Fairgrounds Agri-Plex Charles Hall, 302 N. 17th St. Enjoy modular operating layouts featuring trolleys, electric traction, and trams in all scales. Tables with vendors specializing in trolleys including books, photos, and artifacts. Pop-up Clinics and Model Contests including awards for modules and displays. Contest theme is "Cars of St. Louis Car Co." Refreshments available, Door prizes, Wheelchair accessible, Free parking. Admission: $25.00 Family. Contact Charles Long at (215) 247-1951, or visit eastpenn.org/meet

TEXAS, **JEFFERSON**, May 20-21, 2023. Historic Jefferson Train Show at Jefferson Event Center, 305 E. Austin St. Enjoy our train show featuring new and used model trains for sale in all scales and gauges. Door prizes, Wheelchair accessible, Refreshments available. Admission: $8.00 Per Person. Contact Norman Buell at (903) 240-6039.

WISCONSIN, **NEW BERLIN**, April 23, 2023. New Berlin Model Train Swap at OAW Indoor Sports Complex, 5330 S. Racine Ave. Enjoy more than 60 tables of model trains and railroad memorabilia. Free parking, Wheelchair accessible, Refreshments available. Admission: $5.00 Per Person. Contact Shawn Hoppert at (262) 676-7014.

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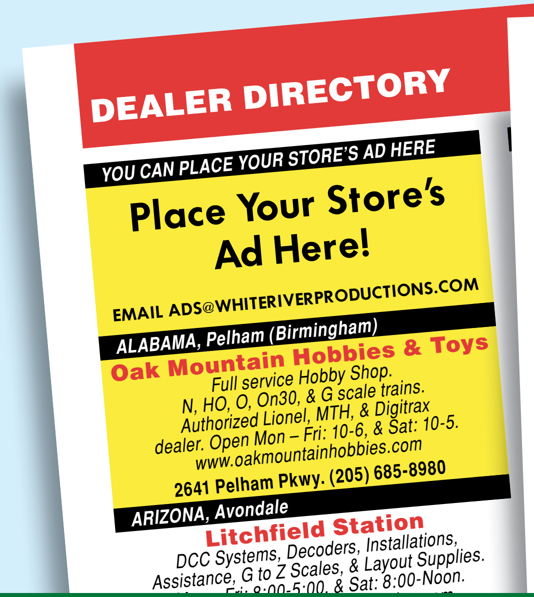

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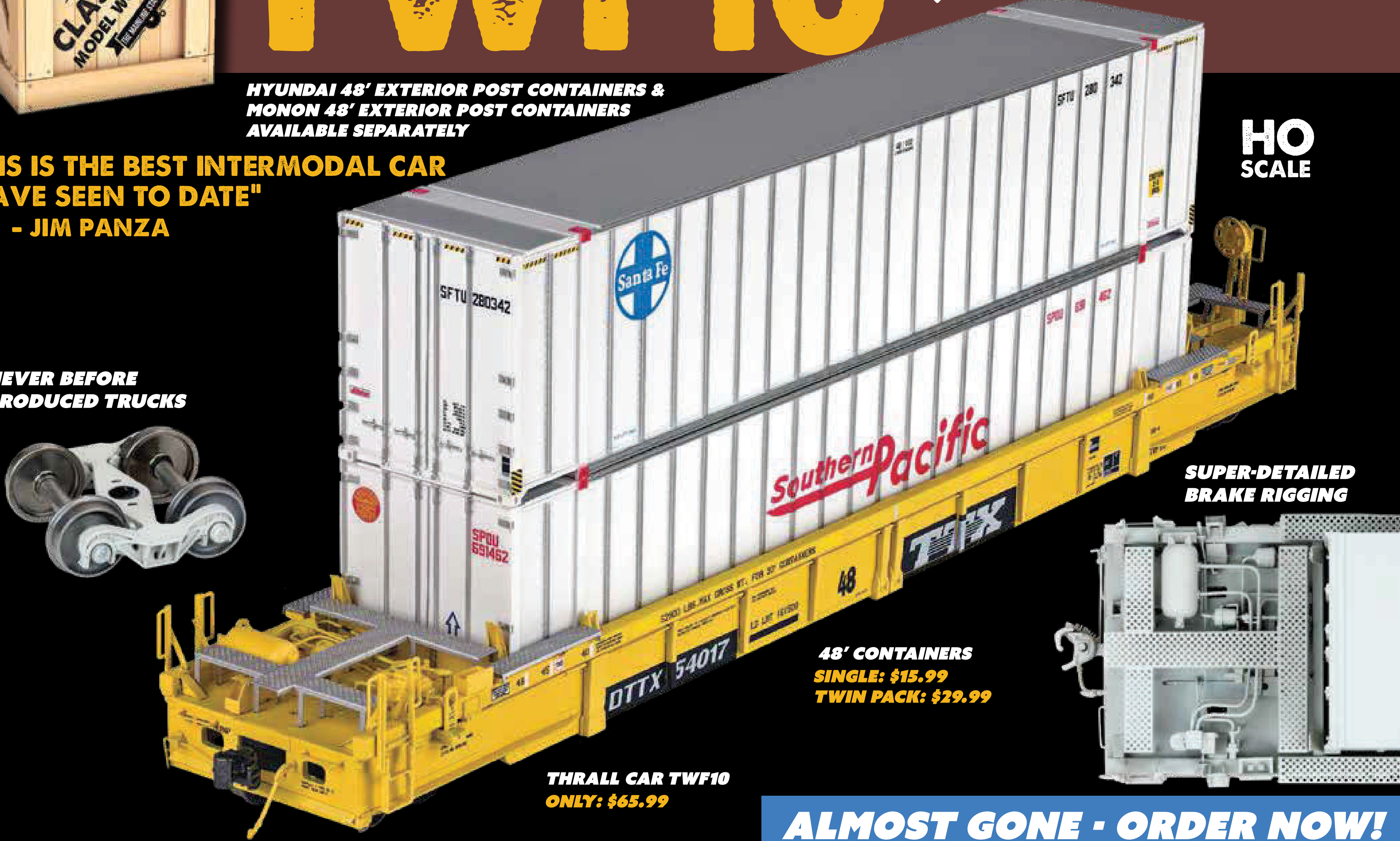
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- performs best on 10' diameter curves or greater
- operating diesel smoke unit
- white LED directional headlights and ditch lights
- lighted front number boards
- interior cab lighting and interior cab detail
- lighted porch, walkway, and step lights
- opening side windows
- engineer figure in cab
- windshield wipers, see-through steps, and MU hose detailing
- operating AAR knuckle couplers
- factory-installed speaker with wire pigtail to allow for easy installation of aftermarket sound
- power cables on each end to allow for battery operation or RC control from trailing car
- length: 32"

Preproduction Union Pacific sample shown.

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